MARITIME PERITAGE MINNESOTA

Log Book 55 fthe USS Essex April 1, 1913 -September 30, 1913 The Day-to-Day Operations of Shipbuilder Donald McKay's Last Ship

Transcribed by Ann Merriman and Christopher Olson
Proofread by Betty Lloyd

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USS Essex (right) and USS Dorothea (left) were part of the escort of USS Niagara (middle) during the Perry Centennial around the Great Lakes in 1913 (Courtesy Library of Congress)







TORPEDO BOAT LOG BOOK

U. S. S. 6 SSr4-

Cluthony F. Michled OFRM.

FROM Object 1st 1913

To Stept. 30th 1913

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_OG	OF	THE	U.	S.	s. Essry

, AT Toledo O

FOR THE WEEK ENDING

. 19

DAY.	REMARKS.
SUNDAY.	
STATE AND THE PARTY.	
MONDAY.	
MONDAI.	TO MICHAEL WAS AND THE PROPERTY VICINIA AND TH
	comparing the contract of the
	Carries out daily routier
14:1,11	Valle vill daily houses
April 1st	Control of the state of the sta
TUESDAY.	
TOLSDATI	
	Caniso out daily Norther
2.	Daties our your potenties
WEDNESDAY.	
WEDNESDAT.	
5-608	

LOG OF THE U. S. S. Essey

FOR THE WEEK ENDING april 5-16, 19/3 DAY. Cauris out daily routini THURSDAY. Carris out daily contain FRIDAY. Carrier out daily within SATURDAY.

Examined and approved:

LOG OF THE U. S. S. ESSEL

, AT Toledo O. TO DO

FOR THE WEEK ENDING , 19

DAY.	REMARKS.	YaG
	Carrier our daily southing	
SUNDAY.		Y
6		THURSDAY
	Cours out daily pouteux	
MONDAY.		
		TRIBAY.
	Carrier out daily touter	
TUESDAY.		
8		-
	Chaving this Wash down gain the deck.	PARTH ITAE
	Chaving this Wash down gein there decl.	1
WEDNESDAY.		
4-608		2.54

LOG OF THE U. S. S. Estry

FOR THE WEEK ENDING april 12th, 1913.

, AT Toledo O.

DAY.	REMARKS.	-, 70
THURSDAY.	Vaccio sul duily doctur. Stacto Scrubbuig Ships Lede.	W347732
FRIDAY.	Courting Ships Seds	24.272k
SATURDAY.	Works all hands in Engine love Gerpaning to get out of Mula dua	eleis.

Examined and approved:

Commander, O. N. M. Commanding, S. Navy.

LOG OF THE U. S. S. ESSTY

, AT Joledo O O

FOR THE WEEK ENDING , 19

DAY.	REMARKS.	
SUNDAY.	All hands worthing in Engair Noom.	YAQ
MONDAY.	Camiro out daily touture Perpairo to leur Ironier for eil anchorage	77
TUESDAY.	Carried out daily southern Tot under way 3PM. Auchored off of Gerra wood Ro. 450PM Useo fort auchor 15 fathout rain. Part out Then levers	
WEDNESDAY.	Carrier out daily routeur duy hobr on brack for brust hiers. Part out Port quarter Bust luis	

LOG OF THE U. S. S.

Ossry Chief 19th

, AT Jaledo O.

FOR THE WEEK ENDING april 19th, 1913

Caucist out daily routeur

Dug hole for bowberst Lier get out fauer

Hauled Ship astrea Verring out 10 fathous (Rain

and freuerd Ship Cauller Punx

Carried out daily southers Sourbring thips Side made perparatures to tresion boats from flood district

FRIDAY.

THURSDAY.

Washer down spur & Gun drell

SATURDAY.

Examined and approved:

Commander, O. N. M. Commanding. U. S. Navy.

LOG OF THE U. S. S. Essuf

, AT Tolices O. O. O.

FOR THE WEEK ENDING

REMARKS. Sunday souther SUNDAY. Brats amoro fine flood district MONDAY. 21 Launchio bouts from flut Cars with craws. TUESDAY. 22 Bouts irlumer to Ship Horstro Same Ficipe Cette Dighy. WEDNESDAY. 23

DAY.

DAY.

DAY.

DAY.

REMARKS.

PRINTERS.

FRIDAY.

Mark Soun spen Typen drekt frek

SATURDAY.

4-506

Examined and approved:

Commanded O. N. M. Commanding S. S. Navy.

LOG OF THE U. S. S.

AT Toledo DO SON

FOR THE WEEK ENDING REMARKS. Auday souther SUNDAY. Loubbring Vaithing Ships Seils Southing Painting Ships Sich.

Laurio out douty louteur Stuffing Ships

4-608

LOG OF THE U. S. S. ESSELL, AT Joledo Ohice
FOR THE WEEK ENDING May 3 4 , 19 13

Sourd our daily Couliur Soubbring & fairbing Ships Seils THURSDAY. May 121 bacuso ruldaily touturs Sinisher painting on Det Side Olraurs out Wuro Room SATURDAY.

Examined and approved:

Commander O. N. M. Commanding S. Navy.

LOG OF THE U. S. S. ESSY

, AT Toledo OO DO

FOR THE WEEK ENDING

Sunday Noutur Cacciro out daily pouteur Soubbing Paint work Starboard sich & Spar drett Caurio out daily loutier. TUESDAY. Leutbling & Painting All Side. WEDNESDAY. Screet tring & Darithing Ath Siels

LOG OF THE U. S. S. Ossey Danier out daily wither Jours all Hatches Hower away winter Gree, THURSDAY. Caurid our daily touture Hainting boats FRIDAY. Mashro down Spar & Gun dress Chund Ward Room. SATURDAY.

Examined and approved:

Commander, O. N. M. Commanding, U. S. Navy

, AT Toledo O

FOR THE WEEK ENDING 19

DAY.	REMARKS.	. crad
SUNDAY.	Leuduy Nouthut,	YAGEM
MONDAY.	Caucier out daily southur. But Ath Chichor on deck Southing paint Work Fring canous on bow. Repaire Bies bound.	YACIS
TUESDAY.	Continuer worst on bow Biel bourd Continuer painting Ships Sich	
WEDNESDAY.	Snished bainting Ith Side Ship Clruning out outter	VACROT

LOG OF THE U. S. S. SISSY , AT Joledo O.

FOR THE WEEK ENDING May 17th, 1913

DAY.	REMARKS.	399
THURSDAY.	Rinting Cutter.	
FRIDAY. 16	Cauiro out daily touture Cleaurd brith v Colop drek Juis hed Painting Cutter.	TACKON.
SATURDAY.	Musher down Spair Gene drok Celrauns rur Han Room	
	Everyined and approved	

Examined and approved:

Commander, O. N. M. Commanding U. S. Navy.

LOG OF THE U. S. S. OSSALP , AT Salido Do so Sunday Coutier MONDAY. Schubber Hais & Paint worst in Apar deck Cours out daily toutur TUESDAY. Fruis her Demoting Sprus Scrybbing paint world on April drek Also Acraping Thoster Dejor Framan Canoll Irstucke to Ship for Boday by Orda C.O. for disobediaires & over staying shore have

WEDNESDAY. Loubbring paint work on Aban dec! Josephy Smoth Hoi

Cauri outdaily routher.

LOG OF THE U. S. S. OSMY , AT Joledo Ohis
FOR THE WEEK ENDING May 24 6, 19 13 Cours our Saily houture Egubbing faint work in Spac drell Haping Smore Tips Queirs out daily loutier Hrul after stours & Stower Sauce alway Tinishro Acruping Juroth Pipe Washer down Span Inn dress Rev Grader Smorte Prin SATURDAY.

Examined and approved:

LOG OF THE U. S. S. Custo

, AT Toledo O DO

FOR THE WEEK ENDING 19

DAY.	REMARKS.	DAY
SUNDAY.	Sunday souther	URSDAY
MONDAY.	Raining - Cleans Ward Horm. Bester Hand Genup found Same working bondition	YACTO
TUESDAY.	Caure out daily touther brund out brith dress	
WEDNESDAY.	Hours away all Hous Hacher painting Shaw & Such Sign.	VALTRUIT
4-608		

LOG OF THE U. S. S. Sup , AT Tolello Che FOR THE WEEK ENDING May 31 24, 19/3

DAY.	REMARKS.	100
THURSDAY.	Painting Span vImore Pupe	
FRIDAY.	Holiday Hvistro ensign v Jack half must 430 am. Must kraded Fuseja V Jack av 12 Novn. By Ordu C.O.	· CERNON .
SATURDAY.	Painting Smooth Prips	for the state of t

Examined and approved:

Commander, O. N. M. Commanding, S. Navy.

LOG OF THE U. S. S.

, AT Toledo O

FOR THE WEEK ENDING

DAY.	REMARKS.	740
SUNDAY.	Lunday toutur	YACERUNE
	Paintnig Abar bolor on Abar drell Scruping Voutstater	PRIDAY
TUESDAY.	Quiting Span color on Spun Green Genepar Trutalators Firs land Same.	
WEDNESDAY.	Continuer buiutning spar color in spar bres	A STATE OF THE STA
•	*Divorces to a Marine 3	

		~~
	LOG OF THE U. S. S. CARP , AT Soluto C	
	LOG OF THE U. S. S. Sty , AT Jolelo O , AT Jolelo O , 19 13.	
DAY.	REMARKS.	2.2
THURSDAY.	Continuer Santing Span color on spandrch Pastro hem o penus formed same in good worting order. C.O. grantro praman banoll. 24 his bruon	
FRIDAY.	Pout for stours paintnig span Color in & pai drell.	TAGROM
SATURDAY.	Mashro down gun osban duck.	-Yorken karn
4-608		

Examined and approved:

Commander, O. N. M. Commanding U. S. Navy.

LOG OF THE U. S. S. EMY

, AT Toledo O so

FOR THE WEEK ENDING

19

DAY.	REMARKS.	, Yad
SUNDAY.	Sunday southur.	YAGENURE
MONDAY.	Revouver out daily pouter. Revouvers in bow or bow sprit parting Autobrs on Span deel sainter bridge dich	Yadina
TUESDAY.	Con of Old tra Ladder.	
WEDNESDAY.	Courir our daily routini Scrubnig ships rick	YAZRUTAS

LOG OF THE U. S. S. S. SINCE June 14th, 1913.

DAY.	REMARKS.	
1	Caurio aut daile 10. Tens	
	Courie and faily contins	
THURSDAY.		
12		
	Court out cheily louture.	
	Lembring shis sides	To coron
FRIDAY.		
13		
		Charge militar
	Lauris out dais contin	
	Lending 4 un Thom deck	
SATURDAY.		
		Transferen
1608		(20-3

Examined and approved:

Commander, O. N. M. Commanding, S. Navy.

LOG OF THE U. S. S. Sury

, AT Toledo O

FOR THE WEEK ENDING , 19

DAY.	REMARKS.	TACI .
	Lunday louter	
SUNDAY.		
15		THURSDAY
	Painting Ships sich	
	Painting Ships side	
MONDAY.		
16		
		•
		YACHST -
	Painting ship side	
	Painting this side	
TUESDAY.		
17		
	Painting this sides	
	Painting this sides	Section 19
WEDNESDAY.		
10		
4-608		20-6
	AND THE REAL PROPERTY OF THE P	

	LOG OF THE U. S. S. CASEY. , AT Voludo Whio	
	FOR THE WEEK ENDING FAMILY 2 14, 19/3.	
DAY.	PEMARKS.	Past
THURSDAY.	Priviler painting this seds	astau:
	Puried out dail touture.	
FRIDAY.	Pairting Mulis lever Ath Such	**************************************
		THE STATE OF THE S
	Mushes down Stran Few dretts	
SATURDAY.		and the second second

Examined and approved:

Commander, O. N. M. Commanding. S. Navy.

LOG OF THE U. S. S. SSRY

, AT Toleclo O DO

FOR THE WEEK ENDING

. 19

DAY.		REMARKS RE	MARKS.					DAY
	Junday louter		•	3.52	and the	Last free	fire .	
SUNDAY.								THURSDAY
MONDAY.	Courier out duit routin Dainting Port wale lein Toost off Port Ard ladder					1 3 L	2/4	
								FERENCY
	Painting bouts in side							
TUESDAY.					- 10	Les Mai		
	Painting boats insich							YAGRUTAS
WEDNESDAY.								

, AT Toleclo O LOG OF THE U. S. S. FOR THE WEEK ENDING Jun 18th, 19/3. REMARKS. DAY. Carrier out daily water Parieting bouts ni such THURSDAY. 26 Couried out daily writing filling our source bouts FRIDAY. Scurrd Jour grun Span fret SATURDAY.

Examined and approved:

Commander, O. N. M. Commanding, S. Navy.

LOG OF THE U. S. S. Bring

FOR THE WEEK ENDING

19

LOG OF THE W STA

DAY.	REMARKS.	LYAG
	Sunday worther	
	Hoistro damaged cultro	
SUNDAY.		
29		THURSDAY
	Carrier out daily souther.	
	Perpanies to get undervay to go to coul dock at.	
	The state of the s	
MONDAY.	The state of the s	
		FEDDAY
1	Coquir ships Put damages cutte or does	
July 1st	Coglinis Ships That demaged culle in doct	
TUESDAY.		
	There is a second of the secon	
	Carrier and daily southing	
	Fire ishro couling ships.	SATURDAY
	Couls. Hour U.S. M. eaus about.	100
WEDNESDAY.	Maral erritor. experter in board. at 10 PM.	
5-006	· · · · · · · · · · · · · · · · · · ·	ah 15 7 / 1 - 1

	LOG OF THE U. S. S. OSSIL , AT 10/3	
	FOR THE WEEK ENDING Kuly 5-16, 19/3	
DAY.	REMARKS.	
	ludreway from Ironice does Hoo ain. Ironial Bridge Hoo am her has our being of the bit highe 518th am John Camiro out daily routing fruit gig ashow 11 the Significant 12 25 PM Sight 2 20 PM. Bur bout along side that he loo. Milde at 4 PM Prove tout with faceruges 4th PM Sig along side in Iron P. Bost 5 SMM. Hoistrogicy ludreway 52 PM. Start parsuges to ashow in gig & cutter US. S. Dubugur, came to ancher at 10 30 PM oce 4ds N. of Esnx	o Light 50 , rpacty .
THURSDAY.		
3		
	Daily Routinis Flitt disser ship at colors, Mr Mrad's Gundresm of Dubuque cour about so to bapt barnin of the Mornes barn a to the Monn of Dubuque cour about at 12 Noon find not Salute, Hawk cause to ancho 348 Pm. Made every Sand Conde. Stone left Ships Significant 6 - PM.	bookd. lung30%
FRIDAY.		
4		
	* The state of the	
	Saily Routin. Derbuques left But Buy 735 a.M.	
SATURDAY.		
. 5		
-		
4		

Examined and approved:

Commander, O. N. M. Commanding S. Navy.

LOGIOF THE U.S.TA.

FOR THE WEEK ENDING 19

DAY.	REMARKS.	THE
	And quarters 4 15 PM. Freuers at 4 28 0 M.	
SUNDAY.		YACIPROHI
	Daily Routing, Moure undring 846 am. Bryan painting ships Dicks	
MONDAY. 7		
TUESDAY.	Saily Routing 5-30 PM. Geautro Lebretz butz Shon Fraor 20 Mrn. Stunian Douglass Athunes from librity in an in logicatio condition Painting ship.	TAGES?
WEDNESDAY.	Saily Routhing Guatro Librely 20 Men 530PM. Sout Born Duddlutin ashon on brave on account of drath of sieter OP Norubort ashon on account sickness of father Both left ship, PM. Painting this	PATE ITAS
4-018		

LOG OF THE U. S. S.

FOR THE WEEK ENDING July 12 16

Daily router. Frut Duighy & Nobornier for ameniture 7's am Capt Stour Areture at in Came about 92 UM. Painting Ship THURSDAY. Daily Routuir, Painting ship FRIDAY. Saily Routher Frieshro Painting Ship Lides SATURDAY.

Examined and approved:

, AT....

FOR THE WEEK ENDING

Sunday routher 840 UM. Miagra ludrivery, 85 Nolvenie underway, 930 AM. Holoning And Miagen Auchors under dra of Parsque Ist Point. Esny underway 625 PM. Holoning Migues under way 735 PM. SUNDAY. Underway Saily routin fra Smothe 620 M. auchord in 29 ft water 10 fus & Haven Pin off Facifort O. loyu Duddlistin Reporter fum kraov. The Schwarzkopf deft on brave to here granter there Leave. Daily routius, Jook anchor about at churland for niague. Monro at duck at Lorain. O 530 Pm. Fir quarters Arcurs. 538 PM. Daily Rowhier Moore at Does Lorain D. Chanter prunisson for visitors to visit ship from 9 UM to 5 PM. Granted show brave so Nem. WEDNESDAY.

	LOG OF THE U. S. S. OSSYY A ,AT						
	FOR THE WEEK ENDING July 19th, 19 13,						
DAY.	REMARKS.						
	Daily Routine Pepro side chaures. 11 40 a MM The Shevarty Kopf when it from brave.						
THURSDAY.							
FRIDAY.	Daily Routin Scrubro Pains work. Obravo ship visitors 140 PM.						
SATURDAY.	Daily Routine at 2 PM O.D. quatro premise in Swrimming paily all new having left formers. at 2 PM tramau King was sriges with attack heart failure & sand in Black River & BM Staydue USM. with the aid of grapiling hooks succeeded in bring King to fue face at 23 PM. Sums over to sift favores who worked over him till 33 PM at which tenir they succeeded in extraining him to purtial emaiousum latter Unabulance feel man to hospital 33 PM. Engages 3 Local. Physician to both after him.						
4-608							

Examined and approved:

FOR THE WEEK ENDING

DAY.	PARAMER REMARKS.	DAY.
SUNDAY.	Cape Michlett & Min Libert high at Hospital loosling of the Muits of Fee, Thing and and the Put in Bay Houber of Cape Bother of Darthra & Mymaster Jacoby of Esne visite ship to day. Cape Michlett detailed Me Dirball to lemain at Forain to look after welface of hushing. The animal of his Mother. 70 M. quantity show leave to /2 Ships company.	THURSDAY
MONDAY.	Daily Routius. At 12 nove fried Saluch 21 Guns. had signal chiel Boat chiel under Frie driet at 3 Pm. Secure at 3 2 Pm. Mu Strball Irporter above from dut, at Loran at auchon Putiù Bay O.	120,7500
TUESDAY.	Saily Routoui at aucher Putter Bayo. Segual Practice Eugenius Dir tallen out for to dill runder vais Painted Ith Side Span of thack. Thorr Trave for 1/2 Corn 5 30 Pm.	Poul.
WEDNESDAY. 7 8	Saily Routhui at auchor Put in Buyo. Painter port side thip. Thors from the error at 530 PM.	YACRUTAS

FOR THE WEEK ENDING July 26 th, 19/3		
DAY.	REMARKS.	
Salita Salita	Engulus toutur. Boat deill in a Munde ouch luclus way at 2" PM. for Mowal Parade Cause to Quehor 3. PM 51/2 few Water Verred chain to 10 few to Water Idg. Show be are for 1/2 circo 5 30 PM.	
THURSDAY.		
FRIDAY.	Régules Routini, Shors leur for 1/2 Com 5 2º PH	
SATURDAY.	Argular Nouthir, Esny underway \$ 25 am. Auchorro at Monior Piris at 112 am.	
6-608		
	Examined and approved: Anthony Fr Dickliff Commander, P. N. M. Commanding; U. S. Navy.	

OG OF THE U. S. FA.

FOR THE WEEK ENDING

10

DAY.	REMARKS.	YAC
SUNDAY.	The following order of ships was observed sutring Toledo breat the sollowing order of ships was observed sutring Toledo Harbor USR. Mourel to as that Work USS Wolorium & Miagin Private Yacht motor boats, Off cuit lights ment of the Provident which feel with column, off Provided part Mourel & Erry find a suffer thought to the short battery Mourel Mayer Mourel Magica Wolfer at Suffer Ester Harris Cum to Aucha ax Gerruwood lo Africanchoning Esne soux division definish full in facuals.	layr Valut mao
MONDAY.	Hir quarters at 3 pm frances 301 PM. Shore librity to frances 30 PM.	PRIDAY.
TUESDAY.	They librily to the cure at 5 30 Pm.	
WEDNESDAY.	Tryular Routhur At Aucher Tolule O. Then librily to be live at 500 pm.	SATURDAY
4-68		

LOG OF THE U. S. S.

FOR THE WEEK ENDING (lug 2 EV) , 19

DAY.	REMARKS.	
THURSDAY.	My wear Routing at auchor Folich O at 730MM. how to that Stay Mudeway at 8 Can. Thousand at 4 a M. to Ironover Coal dock Coaling this Finisher coaling this 600 Pm. Perceived 110 Juns coal. Did not sail at appointe hour for trason that annitum that was even. To Estay had not aniver in city. Pagmartes Jacoby Min Guyhan seported aboard.	jud
They 1st.	Regular Routhur At Ironvice Coal dock, American arrive at 1130 AM. at 12 Noon suight a live left dock at 1245 PM. Atiff wind from north burrent securary out madeing it necessary to go up the riber to therebig builty to lein account, alfresher Companies for to 320 PM. Auchoro at Setroit Stuber foot Hordanio av. 850 PM.	
SATURDAY.	dru Routin's Mudreway 6 45° A.M.	2000

Examined and approved:

Compander, O. N. M. Commanding, Compander, O. N. M. Commanding, U. S. Navy.

FOR THE WEEK ENDING Mudriway. Fra Routius SUNDAY. Hudriway. Aru Montuir. Fir qualtus 10 20 am. Arcuns 10 21 am. Lendreway Ira Routini. 11th a.M. fino 21 que Salute. 115 Auchour with flut in Milwarder. Harbors Grantro shore bruve to 1/2 6 rrw. 5.30 Pm. Regular, Contrus At Auchor Milwauthr. His. Entrers gig in each with Jantie Hawk Moloning.

Lang first & Holonius Arconef & P.M. Shellro breck for our hour on Liqual from F. And one

Landing party in 1st Gittie & Gig which fire on land teorps. & Arbune to this 930 P.M.

113- R.M. Vubugur Left anchorage

LOG OF THE U. S. S. SSELL , AT JHT 30 60 FOR THE WEEK ENDING Quy 9th , 19/3

For Routini at auchor Milwautere lois, Colrand Sides. 1030 a.M. Capt Berry VII.A. Offices Grant wisiter ship. Grant with the lieu at 5-30 PM. THURSDAY. Port Routing at auchor Milwauper His. Tuscora. Signals to get underway 8 a M Somorous Gunter lebut; To 1/2 Curo 5 30 t 12 M. FRIDAY. Fort routing at auchor Milwausers Wis at & a M. hour to Short Stay 5.19 MM. Lundreway. Inductor flort robletions, flort consistro of Suscorso. Es ers. Gantie of Head. Strawing in column. SATURDAY.

Examined and approved:

Commanding. O. N. M. Commanding. U. S. Navy.

AT B U BHT BO DO

FOR THE WEEK ENDING

DAY.	ZASIAMES REMARKS.	DAT.
SUNDAY.		Bay Hrs
when the state of	Port Routerie Mooned at Gerry St docto. at 8 a M. Shifted to Chrisy st docto. Shouter show leaves to 1/2 Circs 532 Pm. Countr Show leaves to 1/2 Circs 532 Pm. Countr EL Brimist reporter on board at 10 am in compliance with Skl. a & dag 1-19. Figh n-31-c-1009-75- Suffect: Truepory duty correction with Neway Militia on the Premiserin for visitors 9 a m to 530 Pm.	/ð.
TUESDAY.	Port Routine Moved at Gurn Bay His Principles of Disting 9 a Mu to 5 to PM. Fin quarters as 3 PM. Areuns 3 2 PM.	
WEDNESDAY.	Porx Routine Movers at Geren Bay This. Premision for Visitors 9a nut 5 30 pm.	SATURDAYA

The vonga and benimes.

er danker in de makar er e

LOG OF THE U. S. S. ESSYC , AT BUTHT

Port Router Mivored at Ferre Bay lois Cours out morning orders. Perpaired to get undrivery porns word for visitor to clear ship 10 5 am. leaderway 115 am. The following more were left on dock as J. Buy lois Me Letyes, Merad, Blies, Class, Shoot Swank & Johnston. Olsow. Gener. Cheuter W. Harbell & Deure. Ira Routin 8 am wounder Braslanti light. Mil wantle Harber Auchous at 803 a. Mil woulde Wis Hay Tophu camer to auchor 20 P.M. pupars to get underway budeway 4 5 PM 630 PM forms flux FRIDAY. fra contini francis with flort of PM. auchour out side Checieso Berukwate. True, M. I Mª Makru. camer Ebud 930 PM. The following new who were last at F. Bay low exheurs abouted, ship as " Pri. Mc July is merad Blis bluck Shad I Swant Johnston Olsue A. Charles Thubbell Buller. Examined and approved:

Commander, O. N. M. Commanding. U. S. Navy.

OG OF THE U.S. FA.

FOR THE WEEK ENDING

DAY.	ZISTANSE REMARKS.	TAG
	836 am perpuers to this auchorage underway 10 45 am. Straners into mice berulwater achored - Cape Brund Nav. Com. Du Bois camer aborald.	Chicajo Hada
SUNDAY.	Clare General Charles of Space. Carlo Space Commencer Co	
17		THURSDAY.
	Port Nouther auchard in Chicago Tracter at 110 PM. Exer shifts to new auchorage.	
	1/r ship cure genutio libely 5-30 Pm	
	Fir quarties & am france & to to me	
MONDAY.	The state of the s	
18	The state of the second	
		FRIDAY.
	Port southeir auchurs in Checigo Franker. Is ship care questo libitly	
	Is ship care questo libitly	
TUESDAY.		
14	The second second of the second secon	
	The Mill Mill edge care Coal of the to the second manufacture in the State of the Care of the	
	about the same Pop makely a man the at the following the same was the same of the same	
	Port souther auchors in Ricago Harbon	
	Port souther Auchors in Ricayo Harbor granter libraly 5-30 PM.	SATURDAY
wednesday.		
A. A. S.		3000
4-608		

LOG OF THE U. S. S. CASTY

FOR THE WEEK ENDING aug 23 , 19/3.

DAY.	BYNA MISS. REMARKS.	315	
	Post routine At aucher Chocago staller. 35 pm. By Order C.O. the following men were brought to meast when a dress could was held. To conductor by Me Gay had. Mrad- that- bhacke H-Bucke. Blis- Swant. Olsen blank. Johnshie Methya & Thubble. There were were charged with having left ship at Germ Bay. I erfund. by exhibit h duly ac board. All placed garilly and were each work from the start of the start of the start week.		
THURSDAY.	cour fuir Twelf Dollars.		
FRIDAY.	Pupart to gri underway 79 Mm 340 GM hudeway.	TAGGER	
SATURDAY.	Fra Noutur, 11 PM. Auchors off Muchina Island.		
	Examined and approved:		

Commander, O. N. M. Commanding. U. S. Navy.

LOG OF THE U. S. S. Sury

FOR THE WEEK ENDING

DAY.	REMARKS.	UAY.
	Port routine Got staguing over four for upairs & hundplated upair 5 P.M. Trante librely for 1/4 burn tiel 12 Mind	
SUNDAY.		
24		
	lenderway 8° 2 a m - Fris quarters 10 a m. French. 10 com.	
MONDAY.		
		FRIDAY.
	Quehors 702 pm. Dethors much	
TUESDAY.		
	Quehors Detroit Mich lendreway 940 a. M. at 813 Bm. Dr. Stadle of use Da	uthea-
	Caus about and gow medicus with thouse of cue.	SATURDAT
wednesday.		
4-808		100

LOG OF THE U. S. S. JOSEPH FOR THE WEEK ENDING Quy 30th, 18/3. DAY. Port routing Chip's sides. Hibrily to the Com as to Pm. THURSDAY. 28 Port routur auchous as Parm Bay O. Librily the /r Como as 5 to Pm. FRIDAY. 29 Port routing Chips lides _ was and De. O. SATURDAY.

Examined and approved:

Commenter, O. N. M. Commanding.

II C Mann

LOG OF THE U. S. S. ESSILY

FOR THE WEEK ENDING lendrowing 5 to a M. 12 to PM auchors Churland Bushwater budrewing 5 to P.M. SUNDAY. 31 Lebug 1/2 Care 5 30 Pm MONDAY. God souther auchors Begges ref. Let souther Chichers Buffel my WEDNESDAY.

	Service of the servic	46
	LOG OF THE U. S. S. BUTY ,AT BUTH BODO FOR THE WEEK ENDING SELVE 6 14 , 19/9	
DIV		
DAY.	P. II. I B. S.	
/	Int voutur Muchine Bufful My.	
	grann xione	
		- ACKER
THURSDAY.		
ut		
	The touture auchors Buffall mis Thigher to Coal doct Couling ship	
	Shifter to Coal doct Couling ship	CHONGE
FRIDAY.		
5	Shake to the state of the state	
	Manual and down the state of the	TAGESTAT
	Moverd av coul door Buffals My. Couling ship	
	The state of the s	
	The state of the s	
SATURDAY.		
	the state of the s	
	The first property of the first property and the first of the first property and the first	The state of the s
1-606		502-4
	Examined and approved:	
		1
	Commander D. N. M. Commanding.	, U. S. Navy.

LOG OF THE U. S. FA,

FOR THE WEEK ENDING

DAY.	ZXXARBY REMARKS.	.YAG
	Cost souther Movers as cous doch Buffalo My Undrway 618 AM. Det Clock buck our how,	
SUNDAY.		THURSDAY.
MONDAY.	Francher Fruther Vairable Hail-rain Thunder, lighting vilich weather Movert 735 a. M. Big 4 down Sandwery O Fire quarters 11 am trous 11994. Suntra show bruss.	
TUESDAY.	Morred as from Sunducky Or Suntra thorn laws.	PRIDAY
WEDNESDAY.	Movero at doct Sandwelly & Mudrious 7'0 a M. anchord 10 a M. Pect in Buy O Northru broke out Gornor Hay. Esret fried Salute 17 gans 11-5 a'M. Eine underway for mest Migues Moloriais When Lauchrage. 11 55 am. 15 Nom fire (minodores falute).	SATURDAY

Examined and approved:

LOG OF THE U. S. S. BASTY

FOR THE WEEK ENDING A TAN 1314 , 19/3

Fort wouthen Unchord Tax in Day O, Perpairs to send landing peety ashers. t particapate in le interment orecurrys. 1200 Flest find Salut of minute ques! 220 Landing facts externed Litily quante Port within auchors todin Day JO. Muchoway 450 am. 5am. aucher framed for ora. 80 am. parnet down Dehout Gur bouy auchorry 11 30 am, 3 Pm. Juro (annodors faluto) FRIDAY. Hos R.M. Muchery 700 PM. anchord of Base Bried. SATURDAY.

Examined and approved:

LOG OF THE U. S. FA.

FOR THE WEEK ENDING

Fartner hudrway 44 am. 13. Pm. bruising before chorland waiting for loolorein Participatro in naval parade of Frighten 430 Auchord Chrorland Fartne Port routine auchoro Chavland O. Fier quette 8 am. hours 800 UM. Port weether Auchors Cleveland & Maval Parache in after noon. Brunter litrity Chroline O WEDNESDAY.

, U. S. Navy.

LOG OF THE U. S. S. Essel , AT J. FOR THE WEEK ENDING JULY 20 K , 19/3

, AT Toleclo O

DAY.	REMARKS.	7.4
	Lendriway 5-a M. Thich passing Through port drow Prince Bridge Shrick howers, which was not mainter disability Shring gear. Mecessay to Call to Jaile ship to Auchorap at Gerriewood av.	Lutures W
	Luchired 5 10 PM,	SUMPAY
THURSDAY.		
	Cauiro vert daily writini	
	Grunal chaning of ship.	HONDAY
FRIDAY.		
	Grund Chaining -	RUESDAY
SATURDAY.		Уудафини
1-08	Examined and approved: Anthony Frie Alls	3W
	Commander, O. N. M. Commandin	ig.

LOG OF THE U. S. S. CANY, AT BU JHT TO BO

FOR THE WEEK ENDING

DAY.	REMARKS.	DAY.
	Sunday routier	
	The same of the same and a second section of the same	
	the second of th	
SUNDAY.	The state of the s	
21		THURSDAY
	Cauris out daily routini-	
	Brigalling naval milita Grue.	
MONDAY.		
27		
		PRIDAY.
	Dis subarthing newal Militia Gran.	
	Dis subactling newal Wilitia Grave.	
TUESDAY.		
73		
	Dis mbarthing havel Militai Gran.	
	Dis subarthing havel militai har.	SATURDAY
WEDNESDAY.		
24		
4-008		53-3

Examined and approved:

ments 7 11

FOR THE WEEK ENDING ALPN 2716 , 19/3

DAY.	ENSAMES REMARKS.	TAY
	Ment after stoirs as Feb. House	
	Ment after stoirs as Feb. Horess	
		SUMDATE
THURSDAY.		
25		
	Caucis out daily routins	
	Howro stons	YASTRUM
FRIDAY.		
74		
	Lembro Gen & Span dres (.	2000000
SATURDAY.		
27		
		SVEDNESD KY.
		-

Examined and approved:

Commander, O. N. M. Commanding. U. S. Navo

, AT Jacelo O.

DAY.	REMARKS.	YAC
	Luclay weither:	
	Mary april Marie as the second of the second	
SUNDAY.		
28		THURSDAY
	Claritio our daily routeur	
	Starter fembring cumous.	
MONDAY.		
29		
		PRIDAY.
	Lembing convas.	
	Lembing canous.	
TUESDAY.		
30		
		SATURDAY
WEDNESDAY.		
4-408		93.4

: Lavonian Can banima :

MEN 7 M . then ...

LOG	OF	TH	FI	1 8	9
			-	Company on Publication	

FOR THE WEEK ENDING

, 19

DAY.	REMARKS.
THURSDAY.	
IIIOKODAI.	
FRIDAY.	
,	
SATURDAY.	
- Salar	
Tel-	
4-608	

Examined and approved:

Commander, O. N. M. Commanding, U. S. Nay.

CONDITION OF HULL AND EQUIPMENTS.

DATE OF INSPECTION-TO BE MADE MONTHLY.

Excellent broketen	Excellent Obsolete Excellent	bycellent Obsolete bycellent	Speellent Obsolek	Excellent Obsolete	Excellent Obsolete Excellent
bsolete	Obsolete	Obsolete	Obsolek.	Obsolete	Excellent Obsolets
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Very good	.00 "	"00"	.0.0.	.,00	
Fali	Fair	Fair	Fair	Jair	Fair Very poor odellent
Very hoor	Very poor	Very poor	Very poor	Very poor	Very poor
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Excellent	Excellent	Excellent	Excellent	Excellent	Excellent
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		the same of the sa			
2 4 5 6	Very good Fair Very foor blullent Sood breellent Excellent Very good Very good Very good	Very poor Very poor bellent bjællent bjællent bjællent	Fair Fair Fair Very poor Very poor Gellent Grallent Grallent Good Greellent Greellent Excellent Greellent Excellent Greellent	Fair Fair Fair Fair Fair Very poor Soullent Soud Soud Soud Soud Soud Soud Soud Soud	Fair Fair Fair Fair Fair Fair Fair Very poor Soullent Excellent

CRUISING RUNS.

I. DATE.	PLACE.	3. HOURS UNDER WAY.	AVERAGE REVOLUTIONS PER MINUTE.	5. MILES RUN.	6. AVERAGE SPEED.	7.* COAL USED.	8.* MILES PER TON OF COAL	9 REMARKS.
July 3-1913.	Crdre Point-C.	The 48 m.	89	5-7	9	9000	17.66	
1,3,	Put in Buy O.	1 , 52 1	88	18	9	3000	12,00	
. 4 4	Cedro Pt. O	7	89	18	9	3000	1200	
1 4 4	Put in Buy	7 1	89	18	9	3000	12,00	
11 6 .	Erir Pa.	161,5m,	94	149.	9.31	24f000.	12,41	
11 14 11	Fair Port O	12"	65.	73.	6.1	18000	8,11	
11 16 1	Chrorland O	5 "	68	34	6.8	7500	9.06	
11 15 4	Loracia O	3 "	98	30	10.	4500.	13, 33	
11 70 .	Put in Bay 0	4 " 50hi.	80	38	7.6	7500.	9.86	
" 74 "	Havat Pacado			12.				
" 76 "	Inmos mich.	3 hus 16 m.	98	31	10.3.	8000	7.75	
" 77	Laledo Oko	# m 27 .	60.	72	5.	4400	10.00	
acy 5th 1902	Melecunter Mis	34,1 45,	79	622	7.3.	127,500.	10,24	
11 10 " "	Gerre Buy Mis	23,, 454	98	249.	10,3.	36000.	13.83	
11 15 1 4	milwauther this	10,10	116	749.	12,0.5	30000	16,66	
4 16 4 4	Chicago Ill.	74 hu.	80	169	7, 6.	33.000	10.24	
11 72 11 11	Mackingo Selet Much	39 "	90	330.	8,4	57500	10,20	
		35"	90	304	8.6	52500	11,58	
" 16 " "	Ortroil mich	5,1574	98	24	10,6	8000	13,50	
4 27	Put in Bay 0	5 , 30 m.		61	11,1	8500	12.23	
4 31	Chrorland O	19.001.	90	175	9,2.		12.21	
Stept 1 "	Buffalo ny.	13 her Hire			9,25	3500	12.31	
. 8 .	Dut in Ruy	A MANUFACTURE OF THE PARTY OF T	80.	734	7.6.	36000.	13.33	
" 10 "		3 "		5-4		4500.	13.33	
4 12 4	Natural much	6 .	84	The second secon	9.0.		9,75	
" 14 "	Chroclano	15 " 40 m.	79	117.	7.30	24000		
. 18 "	Toledo a	11 " 574.	98	117.	10,6.	16500.	14.18	
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	The second second							
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1				1	1		1	
*The abov	e data will be taken whenever a run is of sufficient length to enable it to be	done. The speed will be	suried to determine if the	here is an economical sp	sed. See columns 7 am	18.	100 100	1-0
		S CONTRACTOR		THE WAY TO SEE				STATE OF THE PARTY

TORPEDO PRACTICE.

		TC	ORPEDO.				-00399OT
DATE.	PLACE.	NO.	TYPE.	CHARACTER OF RUN.	FIRING INTERVAL SAME TUBE.	TUBE USED.	REMARKS.
3.55							
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	The same of the sa						
				100	NO.		
THE REAL PROPERTY AND ADDRESS OF THE PARTY AND			Contract Con		CONTRACTOR OF THE PARTY OF THE		

REPAIRS.

DATE.	DEPARTMENT.	ITEM. SPORT WORLD AND	BY WHOM DONE.	TIME.	co	ST.	TOTAL
	APP TAR	1100	DI WHOM DONE		LABOR	MATERIAL.	
	no repaire	made other than that we	lich was made -	by sh	lik's crew	and the	
	and the na	made other than that we wal militia Whief Carpenter	make	1			
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4							
					35		
						1232	
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REPAIRS.

DEPARTMENT. ITEM. BY WHOM DONE. TIME. COST. TOTAL LOSS. STREET. TOTAL					-			
		DEDIDTHENT	ITEM MAN MONTH AND THE PARTY OF	RY WHOM DONE -	TIME	CO	ST.	TOTAL
	DATE.	DEPARTMENT.	IIEM.	BI WHOM DONE.	TIME.	LABOR.	MATERIAL.	IOTAL.
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				15-32-33				
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						And the second s		

LOG OF THE U. S. S. Essry

, Authory F. Michlier , G. M. M., COMPG.

					NAVIGATION DATA.
COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
				A 1020452 543	
		A	1		
				1000000	
			A SECOND		
			A Section of		
			A SECTION OF	A	
			E	29.36	
			E	24,37	
			E	79.37.	
		A Section III	E	74,38	
		A STATE OF THE STA	E	24.38	
			E	74.39	
			E	29.39	
630		9	€.	29,40	Totalo Harbone light 5 39 met 5 43 lin cour 114° f
1340		9	12	79.41	abrel N. Sistre light 69. Distance 1100 yds
114°		9	36	24.43	
137 1310		9	DE	19,44	8th Niagra ury braining S. Distance 13/4 M. Concer 137.0-8th Geren Island bene 4- Nist 1050 4ch 50 Chamers 10
1310		19.	1 2 2	29,44	Marth Head light brue S. Dis/2100 414 92 Chause cours 164° at 9 Changes course to pet good with fiel take
			1 6 %	39,44	9th cours 164. Alledasty outre braving shead came to auchor 10 th is the fresher
			AND REAL PROPERTY AND ADDRESS OF THE PARTY AND	29,44	Whit SW.
			er.	29,44	med during 24 hours, Lat., Long.,
	1340	131° 134° 134° 131°	130° 9 114° 9 131° 9 131° 9	E E E E E E E E E E E E E E E E E E E	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

Date	July 3 ed	1913			Examined and for	Commander, O. N. M. Commanding.
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P.M. I				br	24.44	budreway 52 PM Cour 34 n. Ard gas Bury 625 PM. 2 bong 6 2 PM V. Cant. tow n. 645 PM. Changes
2				M	24.44	Cour 348° at 7,01 BM Changer cours and saw into Paton Bay O. auchors 7 ? PM.
3				12	29.44	
4				fr	79,45	
5				12	24,45	
6	304°		9	4	29,46	· · · · · · · · · · · · · · · · · · ·
7				٤.	29,35	
8				3	24.35	
9				2	24.30	
10				8	29.33	
- 11				9	79.35	
/ 12				٤.	29,35	
7/cf A.M.		100 mm 100 mm		AW	34,35	
2				Dn	24.35	
30		5		1 W	24.35	
	780,452.52.852.55			524.	24,35	
				SW	19,36	
6				S. W	29.36	
7				S. W -	29,36	
8				s.w.	29.37	
0				D.W	29.39	
10				AW	29,40	
п				2 W	29,40	
		MICHELE CONTRACTOR CON	S CHARLES CONTROL OF THE PARTY	1		

Date July 4-1913

, authoring & Nichtet , U. S. N., COMPG.

	0						NAVIGATION DATA.
н	OUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS. REMARKS. ARREST TO THE PROPERTY OF TH
P	P. M.				871 x 74.	29.35	Underway 30 Roundro N. S. Bar & parry Through & Parray Straing various cours, at 3 4 PM.
	2				STUX TV.	29.35	Cours, 132 Marth head It. abrain 44 PM Changer Comer 1620 H38 PM auchors of Sanduelly
	,				JWXW.	19:36	outre bury.
					SWX W.	29.38	Underway 6 36 P.M. Parks, Mcublished & 700 PM. S. Bay to 805 PM. Usud bowing first bashauling to n.
					121 x 7V.	29.40	81 hault 10x W: 815 Blowing a Galif raining 8 2 PM Hault E 1/2 N on Pulm Bay Gas bory.
	6				SWXW	29.40	auchorro 8 38 Pm in 6 fut Hhrrbu braing 71 x & Gas bury brain, SHXH J. M. Raining Stand.
	7				ANXW	59.32	
720000000000000000000000000000000000000	8				INXW.	29.35	
	0				MXE	29.36.	
-	10				nxE	74.35	3
	11				MxE	29.34	
	12				nxê	24,31	
7/5.	CM.				nE	2430	at auchor Put in Bay Barbods at 3 PM. Hind attain w Islandy of 50 t 55 Miles for Hour
/-	2				n E.	94.30	undrivay 6th Pm. pairs Ballast Ss. 6,53 PM. Laulo on coun \$500
	3				nE	24,30	at 9 PM stopro Dyriam. Is Thiniths to tuke up on loon courting
	4				n 2.	29.29	
	5				8 2	29.30	
	6.	1016			nnz	29.30	The state of the s
	7				nne	29.28	
	8				nne	29,25	
	9				nne	29.25	
	10				5. W	24,23	
	11				SW	24.21	
	12				1 8 W.	29,20	
			Coal	at noon, on hand	1,	; consum	ed during 24 hours, Long. Long. Long.

anthous I hicklett S. N., Comag. Examined and found correct.

Date_	July 5th	1913				Commander, O. N. M. Commanding.
HOUR	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS. AREAS AND AREAS
P. M.				174.	79,70	
2		40.73		6 W	24,19	
				S. W.	29.18	
			Y	WYZ	29,26	The state of the s
				S.W.	29.18	
6		7000000		J. W.	29,18	
				S 7V.	29,18.	
8	850			8 W.	29,40	《新艺术》
	850			S. W.	24.40	
10	850			Wnw.	29,40	
11	850			WWW.	29.39	
11/1 A.M.				nnw	29,36	
7/6 1	840			nuw	29,18	1 and fairfort St. braw 4 pourts Sts bow. Abrum 2 to am posisting of there 10, 6 miles ashta bula de benes ESE.
2	84°			nnw.	29.18	at 305 am Ship rolling Easy Cross bearing ashtabula St. Flaces ship HM. off shore
3	840			nw	24.18	Counsant. It, braining Exs. 6 am. Commant It atrain 6 am 14th distant, 735 QM.
- 4	840			NE	29,19	Changes cours to 67°, 933 am parno R. Bar Buoy no 2. 937 am Parsque Sel. Rie Head
5	840			ne	29,18	anchoras 900 a M. Eric Harbory.
6	77°			na	39,16	Brungs on Eric range St. 57° Wake alls Stack 181°
* 1	760			nw,	29,20	,
8	670			nw	29.18	A CONTRACT OF THE PROPERTY OF
9	670			nw	29,19	the state of the s
10				nn	29, 18	
11				nw	29.18	
12		NAME OF TAXABLE PARTY.		.nw	29,17	

Coal at noon, on hand,

...; consumed during 24 hours,

LOG OF THE U. S. S. Essex

, autory & nientix , 674, COMDA.

NAVIGATION DATA.	NA	VIGA	TION	DATA.
------------------	----	------	------	-------

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.				Wxz	79.17	at 3 Pm. Wind attained Velocity Ho to a Me for he
2				Wxn	29,18	ter ov mi, mind the territory of the
3				Wxn	29.17	
4				WXZ	44.17	
5				www	79,71	
6				Wnw	24.22	
7				wnw	99,24	
8				wnw	29,75	
100000000000000000000000000000000000000				wnw	49,27	
9				wnw	29.27	
10				wnw	29,96	
II				wnw.	29.76	
12 A. M.		•		n Nan.	29.30	
				n wxn.	The second secon	
2				W	29.31	
3				w	24.20	
4				W	29.74	
5				wnw	29.25	
6				wnw		The state of the s
7					29.27	
8				Nn W	74.29	
9				wnu.	79.27	
10				Wxu	19.30	
11				Wx 21	2932	
12				Wx 2.	1932	ned during 24 hours, Lat., Long.

Examined and found correct.

Compander, O. N. M. Commanding.

REMARKS.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.	COUNCE			Wxn		
1				·W	29.30	
2				and the second discount of the second	29.29	
3	-			W	29.29	8
4				W	29.29	
5				W	29.28.	
6				AW.XS.	2978	
7				WXS.	2978	
8				Wxs.	2930	
9				Wx S.	9933	
10				SWXW	2933	
11				.2 MX M	2930	
7/e A.M.				SWXW.	2928.	
7/8 A.M.				STXW.	2930	
2				DHXW	2928	
,				SNXW	2930	
1				STXW	2920	
				SWXW	29.30	
6				SWXW.	19.30	
7				8 TV X W	29.81	
8				AWXW	29,32	
9				AWXW.	29,33	
10				AWXIW.	29.35	
11				ATXXW.	29.34	
				WXS	79 3 V	

Coal at noon, on hand,

...; consumed during 24 hours,

Inthough Juicklet U.S.

Examined and found correct.

Date July 821413

authory & Micheles, Old H, compa.

V				,		NAVIGATION DATA.
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P.M.				WnW.	2934	
2				WXW.	24.33	
				muw	24.33	
				wnw.	29.30	
5				WHW.	29.30	
6				\$.	29 29	
7				5	29.27	
8				58	29.26	
. 9				Sx E Sx E	24.25	
10				SxE	24.23	
- 11				SXE	29.22	
1/ 12				SXE	29.18.	Production of the Production o
7/4 -				SXE.	29.17	
2				Sx E Sx E	29.15	
3				SXE	94,10	
4				SXE	29.17	
5			-	SNXS.	26 13	
6				SWXS.	24.13	
7				SWXS. SWXS. SWXS. SWX SWXW.	14 15	
8				SNIS	24.15	
9				S W.	29.15	
10				SWXW.	29.15	
11				SWXW.	29,13.	
	1	Coal	at noon, on hand,		camined and found	correct. Lati, Long, Long, Long, Company of Licklett, U. S. N., Comdg. Companyer, O. N. M. Commanding.
Date	Xuly 9/2/	413	2011/12/2019	Ex	califfied and found	Comparder, O. N. M. Commanding.
Date HOUR	July 921	913. P. L.	SPEED.		BAR.	Commander, O. N. M. Commanding.
Date HOUR,	COURSE.	913. P. L.		WIND.	BAR.	20 A SERVICE OF THE S
HOUR/	Course.	913. P. L.		WIND. WS W. WS K.	BAR. 34,19 29,08	20 A SERVICE OF THE S
HOUR/	Suly 927	1413. P. L.		WIND. WS W. WS W.	BAR. 34,19 29,08	20 A SERVICE OF THE S
HOUR/P.M.	Suly 927	913. P. L.		WIND. W S W. Y S W. S W. S W.	BAR. 34,19 29,08	20 A SERVICE OF THE S
HOUR/ P. M. 1 2 3 4	Suly 927	913. P. L.		WIND. W S W. Y S W. S W. S W.	BAR. 24,17 29,08 29,08 29,08 29,05	20 A SERVICE OF THE S
HOUR/P.M.	Suly 927	913. P. L.		WIND. WSW. YSW. SW. SW. SW. SW.	94.17 29.08 29.08 29.08 29.05	20 A SERVICE OF THE S
HOUR/ P. M. 1 2 3 4 5	LULY 921	913. P. L.		WIND. WSW. SW. SW. SW. SW. SW. SW.	94.17 29.08 29.08 29.08 29.05	20 A SERVICE OF THE S
HOUR/ P. M. 1 2 3 4 5	LULY 921	913. P. L.		WIND. W S W. Y S W.	94.17 29.08 29.08 29.08 29.05	20 A SERVICE OF THE S
HOUR/ P. M. 1 2 3 4 5 6	LULY 921	913. P. L.		WIND. YSW. YSW. SW. SW. SW. SW. SW.	94.17 29.08 29.08 29.08 29.05	20 A SERVICE OF THE S
HOUR/P. M. 1 2 3 4 5 6 7	LULY 921	913. P. L.		WIND. YSW. YSW. SW. SW. SW. SW. SW.	94.17 29.08 29.08 29.08 29.05	20 A SERVICE OF THE S
HOUR/P.M. 1 2 3 4 5 6 7 8	Luly 921	913. P. L.		WIND. WSW. YSW. SW. SW. SW. SW. SW.	94.17 29.08 29.08 29.08 29.05	20 A SERVICE OF THE S
HOUR/P.M. 1 2 3 4 5 6 7 8 9	Luly 921	913. P. L.		WIND. WSW. YSW. SW. SW. SW. SW. SW.	94.17 29.08 29.08 29.08 29.05	20 A SERVICE OF THE S
HOUR/P.M. 1 2 3 4 5 6 7 8 9	Luly 921	913. P. L.		WIND. WSW. YSW. SW. SW. SW. SW. SW.	94.17 29.08 29.08 29.08 29.05	20 A SERVICE OF THE S
HOUR/P.M. 1 2 3 4 5 6 7 8 9	Luly 921	913. P. L.		WIND. WSW. YSW. SW. SW. SW. SW. SW.	94.17 29.08 29.08 29.08 29.05	20 A SERVICE OF THE S
HOUR/ P. M. 1 2 3 4 5 6 7 8 9 10 11 12 7//0 ^ 10 2 3	Luly 921	913. P. L.		WIND. WSW. YSW. SW. SW. SW. SW. SW.	BAR. 24,17 29,08 29,08 29,05 29,05 29,05 29,05 29,13 29,19 29,19 29,19	20 A SERVICE OF THE S
HOUR/P.M. 1 2 3 4 5 6 7 8 9	Luly 921	913. P. L.		WIND. WSW. SW. SW. SW. SW. SW. SW. SW. NW. NW. NW. NW. NW. NW. NW. NW. NW. N	BAR. 24,17 29,08 29,08 29,05 29,05 29,05 29,05 29,13 29,19 29,19 29,19	20 A SERVICE OF THE S
HOUR/ P. M. 1 2 3 4 5 6 7 8 9 10 11 12 7//0 ^ 10 2 3	Luly 92/	913. P. L.		WIND. WSW. SW. SW. SW. SW. SW. SW. SW. SW.	BAR. 24,17 29,08 29,08 29,05 29,05 29,05 29,05 29,13 29,19 29,19 29,19	20 A SERVICE OF THE S
HOUR/ P. M. 1 2 3 4 5 6 7 8 9 10 11 12 7//0 ^ 10 2 3	Luly 92/	913. P. L.		WIND. WSW. YSW. SW. SW. SW. SW. SW.	BAR. 24,17 29,08 29,08 29,05 29,05 29,05 29,05 29,13 29,19 29,19 29,19	20 A SERVICE OF THE S
HOUR/ P. M. 1 2 3 4 5 6 7 8 9 10 11 12 7//0 ^ 10 2 3	Luly 92/	913. P. L.		WIND. WSW. SW. SW. SW. SW. SW. SW. SW. SW.	BAR. 24,17 29,08 29,08 29,05 29,05 29,05 29,05 29,13 29,19 29,19 29,19	20 A SERVICE OF THE S
HOUR/ P. M. 1 2 3 4 5 6 7 8 9 10 11 12 7//0 ^ 10 2 3	Luly 92/	913. P. L.		WIND. WSW. YSW. SW. SW. SW. SW. SW.	94.17 29.08 29.08 29.08 29.05	20 A SERVICE OF THE S

; consumed during 24 hours,

Controller, O. N. M. Commanding, U. S. N., Comag.

, authory F. Nien lit On, W. N., COMDG.

LOG OF THE	U. S.	S. Essy
Date July 1 0 1/9/3		

						NAVIGATION	DATA.						
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.			27 A B	REMARKS.	,0350583	1.0	28/6300	
P.M.				WNW.	29,28.			THE REAL PROPERTY.					
2				wnw	29,29								
3				W	29.30								
4				W	24.31								
5				W	24.32								
6				W	24,33								
7				W	14.31								
8				W	24.31								
9				W	24,35								
10				nwxn	24.30								
11				nwxu	19,30								
7/11 A.M.				nwxn.	29,30								
7/11 1				MXE	29.31								
2				nxE.	29.31								
3				nxe	29.31								
4				MXE	29.31								
5				\$\$ E. \$\$ & & & & & & & & & & & & & & & & & &	29.30				Carried Street				
6				SAE	29.30				1111			-	
7				308	24.39				35.5.5	-			
8	•			bnx3.	79.32			3					
9				nw.	24.30								
10				nw	29.30								
				nw	19.30								

Coal at noon, on hand,

nw

Examined and found correct.

.; consumed during 24 hours,

29.30

Commander, O. N. M. Commanding. U. S. N., Comdg.

REMARKS. BAR. HOUR. COURSE. P. L. SPEED. WIND. no ne ene ene ene 29,30 24,30 24,30 24,30 24,24 24,23 24,22 24,28 24,18 24,17 ENE EZZ ENEEXN EXZL SXE SXE SXE SXE Third blowing first from S.E. 90 M third growing stronger Rain Theratury 11 60 M. Itravy rain falling third stronger from S.W. SW. Stown Dignals flying 19,10 29,10 29.05 29.03 29,01 28,98 28,94 28,94 28,90 SSW 5Wx M

Coal at noon, on hand,

...; consumed during 24 hours,

anthony I ter klett ... U. S. N., Comdg. Date July 12-1913

Authory F. Michlett, B. W. COMDa.

0				NAVIGATION DATA.							
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.		SAR	REMARKS.			
P. M.				W	28,95	7PM. Mind moderating					
,				WxS	28,95						
				WxS	28,97						
				Wxs	28,99						
				SWXW	29,00						
6				WSW	29,00						
7				WSW	24,00						
8				WSW	29,02						
				SW	29,04						
9				SW	24.07						
11				SW	29,07						
				SW.	29.07						
9/ AM				SSW	79,06	1-am Wind shonger - 840 a	m Miagra 1	underway.			
11/3				SSW	29,05						
/				SSW	24,03						
				35 W.	29.04						
				33 W	29,04						
6				33 W	29,04						
7				23 W	29,06						
8				83 W	39,05			SEPTION IN			
9				SW	29,10						
10				SW	39,10						
11				SW	39,10						
				SW.	14,09						
		Coal a	t noon, on hand	d,	; consume	d during 24 hours,	_ Lat.,	/ ; Longo			

Date_	July 13-	1913.		a Til	xamined and found o	orrect.
HOUR	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				W	24,07	
2				W	79,05	
3				JWXW.	29,00	
				SWxW	24.01	
5				SW.	29.01	
6				SW	29,03	
7				2 M	29,07	
8				SIV	29,10	
9				SW	29.14	
10				S.	29,17	
				nnw	24 20	
-12				nuw.	29,22.	
A.M.	754°		6	nnw.	29,24	
2	1540		2	nnw	29,74	
3	2490		7,	nnw	29.74	
4	234°		91/2	nnw	79,75	
5	2340		61/2	NXE	29,22	
6				nxE	29,26	
7			1	nxE	39,76	
8				nne	29.26	
9				nuz	29,20	
10				nnz	29,78	
11				nna	29,29	
12				nn E.	24,29	

Coal at noon, on hand,

; consumed during 24 hours,

REMARKS.

Examined and found correct.

LOG OF THE U. S. S. Coury

Quetary & Michael On Ma. N., COMDO.

NIAN	VIGAT	CLONE	I VA'	' A
17.74	1 1 1 1	1014	1.774	/3/

		THE RESERVE OF THE PARTY OF THE	-	-	-	
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.				MEXE	29,31	· 图12.2016 10.2016 10.2016 10.2016 10.2016 10.2016 10.2016 10.2016 10.2016 10.2016 10.2016 10.2016 10.2016 10.2
2				MEXE	24.33	
3				12×2.	29.37	
4				Calus	79.38	
5				Calu	14.39	
6				Calu	29,39	
7				Caem	29.39	
8				Calle	29,39	
9				S.E.	29.39	
10				5.2.	24,39	
11				S.	79,39	
/ 12 / A. M.				5.8	29.39	
7/1-1				58.	29.38	ludervay 45 a M. at 450 a M. Auchort inside Charland Bunkwater,
1/13 2				SE	29.38	Underway 10 40 a.M. stood out on court 2919. at 11 20 am Changeo court 250
,				38	29,38	at 12 Changer Course to 270° at. 1245 PM changer court 1195/28.
4				288	19.37	at I changes course I 2500 & header in in Lorain aming & Auchor in ofthe water
5			2	ESE	29.37	hudring at 325 PM. Moned to dock 500
6			6	SWXW	29,39	
7			6	SWXW	19.39	
8			81/2	ENE	29.41	
9				nne	79.42	
10		- (,	81/2	nne	19,44	and the second s

Coal at noon, on hand,

...; consumed during 24 hours,

Commander, O. N. M. Commanding

. Date	July 151	1913	***	F 16.00	Examined and found	correct.
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.	7550			NEXE	2947	
2				nexe	29,49	
1-				MEXE	29,45	
4				nexe	29.45	
5				ne	29,45	
6				3	19,44	
7				ExS.	19,45	
8			-	3	29.45	
9				ESE	79,39	
10				ESE	29.49	
11			-	252	29,50	
67 / A.M.				282	27,119	
7/16				ME	2949	
110 2				ne	79,47	
3			-	NE	29,46	
4				ne	29,47	
5			-	ME	29,47	
6				Enz	29,46	
7			and the Control of th	Calm	29,49	
8				ES E	79,40	
9				25%	29.50	
10					29.50	
11				239	29.50	

Coal at noon, on hand,

.; consumed during 24 hours,

Commander, Q. N. M. Commanding

Date July 16-1913.

arthung F. Nichter OU. W. N., COMPG.

	1, 0					NAVIGATION DATA.	
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	50.6	REMARKS.
P. M. 1				NE	29,44		
2				ENE	29, 43.		
3		100000000000000000000000000000000000000		ENE ENE ESE	29,37		
4				१९६	29.37		
5				3	29,36		
6				ne	24,35		
7				NE SE SE	79,36		
8				52	24.36		
9				35	24.39		
10				SEXS	29.36		
ш				SEXS	24,33		
1 A.M.				SEXS.	24.28.		
1117 1				8.	29.26	Control of the Contro	
1 2 .				E	29.20	On the Control of the	33
3				ESE	29.18		36,
4				5 €	29,18	The state of the s	3.63
5				8	29,15		383
6				ESE	29,16		11112
7				w	29,17		NAME A
8				W	29.18		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
9				W	24,18		2 H N
10				W	14,20		144
11	-			nw	24,70		
12				nw.	74.22.		
	1	Coal	at noon, on hand	d,	; consumed	during 24 hours, Lat.,	Ong.,
	Valle and I a	. 7			Examined and found	correct. Anthony	Strickless Commanding
Date_ HOUR.	AUGUSE.	P. L.	SPEED.	WIND.	BAR.		REMARKS.
	COURSE.	P. L.	SPEED.		44,22		REMARKS.
P. M. 1			-	nw	99111		
2				nw	79,73		
3				nn	74.74		
4			•	nw	14,14		
5				W	29.22		
6				W	24.22		
7				W	29,24		
8				NW	74,27		
9				nw	24.27		
10				W	29,25		
- 11				nw	79.14.		
/ / A.M.				558	49, nt	\$ 500	
1118				555	24.21		
1 10 2				225	29,21	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
, ,	1			558	29,21		
4				nns	29.22		
5				NXE	14.72	. 1.31	
6				nnw	99.93		
7							
8				nnw	24.26		

Coal at noon, on hand, ..

calm Calm

..; consumed during 24 hours,

Examined and found correct.

Date July 18th 1913

Quetary 7. Hick let On Ul. S. M., COMPG.

IGAT		

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				SE	24.26	
2				32	29,28	
3				58	74.26	
4				532	29.25	
5				558	24.25	
6		_		Calm	79,25	
7				Calu	19,23	
8				Calm	29,24	
9				Calm	29.25	
10				Calm	29.25	
11				Calu	29,24	
/ A. M.				Calm.	29.23	
nha"				SXE	24,24	
//// 2				SXE	29.23	
3				SXE	29.23	
4				SxE	39,22	
5				S	29,22	
6				\$	39,29	
7				2	29.22	
8				2	29,24	
9				Cal	29.22	
10				SW	29,25	
II				SW	19,25	
12				mx E.	29.25	
		Coal a	t noon, on hand	d,	; consumed	during 24 hours, _

Examined and found correct.

6	Tuth	muc	ommander, O. N. M. Commanding
	E MARINE E CONTINUE	Po	ommander, O. N. M. Commanding
	SAR	I	REMARKS.

Lat.,

REMARKS.

HOUR SPEED. WIND. BAR. 79.77 nx E. nxW. 29.21 24.21 29.21 29.22 29.22 29.25 29.25 29.18 29.18 29.18 NxW Wxn. Wx h nwxw. nwxw. nw wxn. WXN 29,19
29,18
29,18
29,18 Wx7(nn 79.70 1 W. 8 3 E 8 E 8 E 29.21 29.23 29.24 3020 nwxw nnxn 3020 nnw

Coal at noon, on hand,

; consumed during 24 hours,

Examined and found correct.

Date July 70 5/9/3

authory F. Mich lit ON My, compa.

REMARKS.

REMARKS.

//	1			1		NAVIGATION DATA.	
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	BAR	
P. M. I	2810		6	nw.	24.25		
2				3.4	99.79		
3				nuw.	29,96		
4				nuw.	29.28	200	
5				nE.	24.29		
6				n.	24.27		
7				n	24.29		
8				ME	24.31	320	
9				NE	29.30		
10				NE	74.31		
п		-		n E n E	24.31		
7 12 A.M.				ne.	29.28		
1 . 1				R.	2930		
Ely 21 2				n	3430		
3				n	9930		
4				H	7931		
5				71	2932		
6				20	4431		
7				7(24.34 24.36 24.36 29.38		
8				nn	16 28		
9				nw	34.40		
10				nw	24.40		
				W.	6/11/1		
II 12	Luly 21 st		at noon, on hand	1,	consumed d	turing 24 hours, Lat., Cantho	my
	July 21 31 COURSE.		at noon, on hand	1,	; consumed d	(I. 4)	Share of
Date HOUR	A STATE OF THE OWNER,	1913,		1,E	xamined and found o	(I. 4)	my
Date HOUR	A STATE OF THE OWNER,	1913,		wind.	BAR. 54.30	(I. 4)	Some of the second
Date HOUR P.M. 1	A STATE OF THE OWNER,	1913,		wind.	BAR. 54.30	(I. 4)	my
Date HOUR P.M. 1 2 3	A STATE OF THE OWNER,	1913,		wind. W W	BAR. 54,30 24,30	(I. 4)	my
Date HOUR P. M. 2 3 4	A STATE OF THE OWNER,	1913,		wind.	BAR. 54,30 29,30 29,30 29,30 29,30 29,30 29,30 29,30 29,30 29,30	(I. 4)	France of
Date HOUR P. M. 1 2 3 4 5	A STATE OF THE OWNER,	1913,		WIND. W W Calu Calu	BAR. 54,30 24,30 24,30 24,30 24,30 24,30 24,30	(I. 4)	Frank (
Date HOUR P. M. 1 2 3 4 5 6	A STATE OF THE OWNER,	1913,		WIND. W W Calu Cue	BAR. 54,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30	(I. 4)	my
Date HOUR P.M. 1 2 3 4 5	A STATE OF THE OWNER,	1913,		WIND. W W Calu Cue	BAR. 54,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30	(I. 4)	The state of the s
Date HOUR P. M. 1 2 3 4 5 6 7 8	A STATE OF THE OWNER,	1913,		WIND. W W Calu Cue	BAR. 54,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30	(I. 4)	The state of the s
Date HOUR P. M. 1 2 3 4 5 6 7	A STATE OF THE OWNER,	1913,		WIND. W W Calu Cue	BAR. 54,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30	(I. 4)	my
Date HOUR P. M. 1 2 3 4 5 6 7 8 9	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Cue	BAR. 54,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30 24,30	(I. 4)	Some of the second
Date HOUR P. M. 1 2 3 4 5 6 7 8 9 10 11	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Cul W S S S S W W	BAR. 54.38 24.38 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39	(I. 4)	Some Some
Date HOUR P. M. 1 2 3 4 5 6 7 8 9	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Calu W S S S S S W S S S W S S	BAR. 54.30 24.38 24.39 24.39 24.38 24.39 24.38 24.38 24.38 24.38 24.38 24.38 24.38 24.38	(I. 4)	Some Some
Date HOUR P. M. 1 2 3 4 5 6 7 8 9 10 11	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Calu Cae W S S S S S S S S S S S S	BAR. 54.30 24.30 24.30 24.30 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39	(I. 4)	Some Some
Date HOUR P. M. 1 2 3 4 5 6 7 8 9 10 11 12 11 12 11 12 14 14 14 14 14 15 16 17 18 19 10 11 11 12 12 13 14 15 15 16 17 18 18 19 19 10 11 11 12 12 14 15 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Calu Cae W S S S S S S S S S S S S	BAR. 54.30 24.30 24.30 24.30 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39	(I. 4)	Some Some
Date HOUR P. M. 1 2 3 4 5 6 7 8 9 10 11 12 11 12 14 17 11 12 12 11 12 12 11 12 12 11 12 12 12	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Calu Cae W S S S S S S S S S S S S	BAR. 54.30 24.30 24.30 24.30 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39	(I. 4)	Some Some
Date HOUR/P. M. 1 2 3 4 5 6 7 8 9 10 11 12 14 17 17 17 17 18 19 10 11 11 12 13 14 15 10 11 11 12 13 14 15 15 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Calu Cae W S S S S S S S S S S S S	BAR. 54.30 24.30 24.30 24.30 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39	(I. 4)	Some Some
Date HOUR/P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Cae W S S S S S S S S S S S S	BAR. 54.30 24.30 24.30 24.30 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39	(I. 4)	Some Some
Date HOUR P.M. 1 2 3 4 5 6 7 8 9 10 11 12 12 13 4 5 6 7 7	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Calu Cae W S S S S S S S S S S S S	BAR. 54.30 24.30 24.30 24.30 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39	(I. 4)	Some Some
Date HOUR/P.M. 1 2 3 4 5 6 7 8 9 10 11 12 MM. 1 2 3 4 5 6 6	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Cae W S S S S S S S S S S S S	BAR. 54.30 24.30 24.30 24.30 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39	(I. 4)	Sing Sing Sing Sing Sing Sing Sing Sing
Date HOUR P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7 8 9	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Calu Cae W S S S S S S S S S S S S	BAR. 54.30 24.30 24.30 24.30 24.39 24.39 24.38 24.38 24.38 24.38 24.38 24.38 24.38 24.38 24.38 24.38 24.38 24.39 24.39 24.39 24.39	(I. 4)	Sing Sing Sing Sing Sing Sing Sing Sing
Date HOUR P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7 8 9 10 10 11 12 8 9 10 10 11 12 12 13 14 15 15 16 17 18 18 19 10 10 10 10 10 10 10 10 10 10 10 10 10	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Cae W S S S S S S S S S S S S	BAR. 54.30 24.30 24.30 24.30 24.39 24.39 24.38 24.38 24.38 24.38 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39 24.39	(I. 4)	Sing of the state
Date HOUR P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7 8 9	A STATE OF THE OWNER,	1913, P. L.		WIND. W W Calu Calu Cae W S S S S S S S S S S S S	BAR. 54.30 24.30 24.30 24.30 24.39 24.39 24.38 24.38 24.38 24.38 24.38 24.38 24.38 24.38 24.38 24.38 24.38 24.39 24.39 24.39 24.39	(I. 4)	Sing of the state

anthony

Commander, O. N. M. Commandin Comdg.

LOG OF THE U. S. S. Essy

Quetary & Nicality Q18.41, compa.

REMARKS.

REMARKS.

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				nw	29.41	
2				nw	29.41	
3				ne	74.38	
4				3.	19.37	
5				EXS	74.37	
6				Exs	79.36	
7				exs	24.34	
8				Exs	14.35	
9				Exs	39.35	
10				3	29.35	
11				8 5 5	2431	
/ A. M.				S	29,30	
2/ A.M.				SW	24.29	
1/23 2				SW	29.30	
3				SW	94.311	
4				SW	24,29	
5				Calm	29,26	
6				SZM	29,23	
7				SSW	79.25	
8				3 S W	29.25	
9				23 W	29.75	
10				SWxW.	79.75	
II				nw	29,29	
. 12				nw.	29.29	

Examined and found correct.

BAR.

WIND.

W NN nw

I	nn	1771	
2	nn	7925	
3	n. N.	7424	
4	nw	3424	
•	nw	2424	
6	Cam	9421	
7	ne	2992	
8	ns	2920	
9	ne	2924	
10	W	29,25	
II	W	29,24	
	W,	29,24	
12. A. M.	nin	29,23	
2	nw	19,23	
3	nuxW	79.23	
1	mux W	39.23	
5	nn×W	24,22	
COLUMN TO A STATE OF THE PROPERTY OF THE PROPE		THE RESIDENCE OF THE PARTY NAMED IN COLUMN 2 IS NOT	

Coal at noon, on hand,

.; consumed during 24 hours,

Examined and found correct.

HOUR.

COURSE.

Date July 24-1913

Quetary 7 Mich bid QUAN, COMDO.

(/	July M-					NAVIGATION DATA.
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS. ALISTA STATES SERVICE AND ADDRESS OF THE PROPERTY OF
P.M.				nw.	79.28	
2				nw	29.28	
				Wxn	39.28	
				WXN	39.38	
5				nnyn	29.30	
6				nwxn	39.32	
7				n	79.33	
8		•			24.34	
9				nexe	29.34	
10				NEYE	74.34	
11				nexE	29.34	
1 A.M.			E Production of	nE	24.35	
1/25 2				ne	29.35	
1				nz	29.37	ACCOUNT OF THE PROPERTY OF THE
				21	24.37	The state of the s
5				n	24.37	
6				26	59,42 29,42 29,43	NOTE TO SECURE OF SECURE O
7				2(79.42	25. 25. 24.25
8				21	24, 40	13. 4 19.2%
9				Zur	77,44	11.87
10				Eur	29.44	No. 11 Mary Contract of the Co
11	-			nne.	29.44	A CONTRACTOR OF THE PARTY OF TH
Date HOUR	Bully 75-1	9/2 P. L.	SPEED.	WIND.	BAR.	Commander, O. N. M. Commanding. REMARKS.
P. M.				ME.	7446	
2				EXM	29.47	
3				EXI	29.46	The state of the s
4				MME.	79,43	
. 5				no no	19.44	
6				ince	24,44	
7				8	24 119	
8				6	24 7/1	
9				Frxe	14,40	
10				Fix E	29,40	
10				JIXE JUXE	39,40	
10				fixe fixe	3444 34,45 34,45 34,44 34,44 34,44 34,41 34,41	
10 11 1/36				Jixe Jixe	34,40	
10				Jixe Jix	29,40	Ludu way & 24 a 14 passer Rev Can 830 at 1042 County 870 Juchow as Monwer Paris 11 4 Am.
10 11 1/56 1				JIXE JAL	29,40	
10 11 1/5/6. 1 3 4				JIXE JAZZ	29.41	Ludu way & 24 a 14 passer Rev Can 830 at 1042 County 870 Juchow as Monwer Paris 11 4 Am.
10 11 12 1/5/6, 1 2 3 4 5 6				JIXE JANE	29.411 29.41 29.41	Ludu way & 24 a 14 passer Rev Can 830 at 1042 County 870 Juchow as Monwer Paris 11 4 Am.
10 11 1/5/6. 1 3 4 5 6				TIXE TO THE TENTE	29.411 29.41 29.41	Ludu way & 24 a 14 passer Rev Can 830 at 1042 County 870 Juchow as Monwer Paris 11 4 Am.
10 11 12 1/5/6, 1 3 4 5 6				The state of the s	29, 411 29, 41 29, 41 29, 40 29, 40	Ludu way & 24 a 14 passer Rev Can 830 at 1042 County 870 Juchow as Monwer Paris 11 4 Am.
10 11 12 1/5/6, 1 3 4 5 6	2870.			The state of the s	79, 411 29, 41 29, 41 29, 40 29, 40	Ludu way & 24 a 14 passer Rev Can 830 at 1042 County 870 Juchow as Monwer Paris 11 4 Am.
10 11 12 1/50. 2 3 4 5 6 7 8	487º:			The state of the s	79, 411 29, 41 29, 41 29, 40 29, 40	Ludu way & 24 a 14 passer Rev Can 830 at 1042 County 870 Juchow as Monwer Paris 11 4 Am.
10 11 12 1/30. 2 3 4 5 6 7 8	487º. 267º			The state of the s	79, 411 29, 41 29, 41 29, 40 29, 40	Ludu way & 24 a 14 passer Rev Can 830 at 1042 County 870 Juchow as Monwer Paris 11 4 Am.
10 11 12 1/56. 2 3 4 5 6 7 8	787°. 767°	Coal	at noon, on hanc	THE LEW TOWN THE WAS.	29,411 29,411 29,411 29,40 29,40 29,40 29,40 29,37	Ludu way & 24 a 14 passer Rev Can 830 at 1042 County 870 Juchow at Monwer Paris 11 4 Am.

Examined and found correct.

anthony I Dicklett U.S. N. Commanding.

LOG OF THE U. S. S. Esser

Outray Flicklet, Colh Homos.

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				Exs.	29.35	
2					19.3 €	
,				exs	29.32	
4				EXSE	24.30	
				ExSE		
6				ExsE	29.30	
7				AE.	29.311	
8				32	29,39	
9				Ex32,		
10		9.5/8	8 5/8.	ExsE,	29,30	
11				152	29,31	
					74.311	
/ A.M.					29,30	hudre way 1007 am-
27 ;				SW	74.35	
1;				SW.	29.29	
				SW	29.29	
•				SW	29.25	
6				SW	39,27	
7				SW	39.27	
8				SW	29.29	
9				SWYW	29.30	
10				SW	19.30	
11	200°		8,5	SSW	19,30	
12	,		8.0	sw	29.27	

Examined and found correct.

REMARKS.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				SW	24,28	
- 1				SW	24.28	
2				sw	29, 28	
3				SW	49,30	
4				SW	14,31	
5				SW	29,34	
6				SW	71.35	
7				SW	29.35	
8				SW	29.35	
9				· ew	54.33	
10				SW	29.32	
11				SW.	29.32	
/ A.M.				SWXW	79.31	
20 2				35 W.	79.31	38
2				SIW	94.31	
				2.M	29.31	
:				SW	34.32	1
6				SW	79.33	
7				SW	74.34	
8				SW	79.35	
9				SWXW	79.41	
10				W.	39.41	
11				W	29.41	
				w	76 .11	

Coal at noon, on hand,

...; consumed during 24 hours,

Examined and found correct.

Quehory F. Micklif , D. H. COMDG.

0	/ /					NAVIGATION DATA.
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS. ABOVE AND ADDRESS OF THE PROPERTY OF
P. M.				5xW	34,41	
2				SXW	24.41	
3				SxW	29.41	
				2	29.41	31.52 37.53
5				٤	29,41	
6				3	39.49	
7				2 2	29.44	
8				2	39,43	
9				3	29.43	
10				2	29,46	
/ 11				2	29.46	
1/4/1 A.M.				SZW	34,16	William Control of the Control of th
1/19 2				SSW	39.45	
7 3				22 M	29,44	2 4 4 2
4				22 W	19.44	The state of the s
5				Calu	29,39	
6				Call	29109	
7				Calm	19,39	A SE VE
8				Calm	39,40	** ** ** ** ** ** ** ** ** ** ** ** **
9				Calm	34.41	
10	0			Cul	99,41	
11	//			Cue	24,42	
Date	July 29	1/1913.	at noon, on nand,		examined and found	correct. Lat., Long., Long., Long., Long., Commander, O. N. M. Commanding.
HOUR	COURSE.	P. L.	SPEED.	WIND.	BAR.	CREMARKS. ALLAND A LAND
P.M.						
-				W.	79.40	
2				W	29.40	
				W	79.40 29.39 29.40	Man and the second seco
2				W	79.40 79.39 79.40	
3		Α		W W W W	79.40 79.39 79.40 79.40	
2 3 4		A		W W W W	79. 40 79. 39 79. 40 79. 39	
2 3 4 5 6		A		W W W W W	79. 40 79. 39 79. 40 79. 34 79. 34	
2 3 4 5 6 7 8		A		W W W W W	79. 40 79. 39 79. 40 79. 34 79. 36 79. 37	
2 3 4 5 6 7 8		A		W W W W W	79. 40 79.340 79.49 79.43 79.33 79.33 79.33 79.33	
2 3 4 5 6 7 8 9		•		# # # # # # # # # # # # # # # # # # #	79. 40 79.340 79.49.6 79.336 79.337 79.338	
2 3 4 5 6 7 8 9		•		**************************************	29.39 29.39 29.39 29.33 29.33 29.33 29.33 29.38	
2 3 4 5 6 7 8 9				W W W W W W W W W W W W W W W W W W W	29.39 29.39 29.39 29.39 29.38 29.38 24.38 24.38 24.39	
2 3 4 5 6 7 8 9		•		W W W W W W W W W W W W W W W W W W W	29.39 29.40 29.39 29.39 29.37 29.38 29.39	
2 3 4 5 6 7 8 9		•		W W W W W W W W W W W W W W W W W W W	29.39 29.40 29.39 29.39 29.33 24.33 24.39 24.39	
2 3 4 5 6 7 8 9 10 11 11 12 12 12 13/11 1		•		W W W W W W W W W W W W W W W W W W W	29.39 29.39 29.39 29.31 29.37 29.37 29.37 29.39 29.39 29.39 29.39	
2 3 4 5 6 7 8 9 10 11 11 2 3 4 5		•		WWW WWW STERNERS STER	29.39 29.39 29.39 29.39 29.37 29.37 29.37 29.38 29.39 29.39 29.39 29.39	
2 3 4 5 6 7 8 9 10 11 11 2 3 4 5		•		WWW WWW SSE SE	29.39 29.39 29.39 29.39 29.37 29.37 29.38 29.39 29.39 29.39 29.33 29.33 29.33 29.33	
2 3 4 5 6 7 8 9 10 11 11 2 3 4 5 6		•		WWW WWW SSE SE	29.39 29.39 29.39 29.39 29.37 29.37 29.37 29.39 29.39 29.39 29.39 29.39 29.39 29.39	
2 3 4 5 6 7 8 9 10 11 11 2 3 4 5 6 7				WWW WWW SSE SE	29.39 29.39 29.39 29.39 29.37 29.37 29.39 29.39 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33	
2 3 4 5 6 7 8 9 10 11 11 2 3 4 5 6 7		•		WWW WWW SSEE SEE SEE SEE SEE SEE SEE SEE	29.39 29.39 29.39 29.39 29.37 29.37 29.39 29.39 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33	
2 3 4 5 6 7 8 9 10 11 11 12 A.M. 1 2 3 4 5 6 7 8		•		WWW WWW SSE SEE SEE SEE SEE SEE SEE SEE	29.39 29.39 29.39 29.39 29.37 29.39 29.39 29.39 29.39 29.39 29.39 29.39 29.39 29.39 29.39 29.39 29.39 29.39 29.39 29.39	
2 3 4 5 6 7 8 9 10 11 11 2 3 4 5 6 7				WWW WWW SSEE SEE SEE SEE SEE SEE SEE SEE	29.39 29.39 29.39 29.39 29.37 29.37 29.39 29.39 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33 29.33	

Examined and found correct.

anthony Gight Commanding.

LOG OF THE U. S. S. CASSY

Cuthung F. Michelett, D. H. H. COMDO.

VIG		

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				2:	29.40	
2				2	24,40	133
3				8	79,40	
4				EUE	19:40	100
5				EUE	29, 40	-
6				ne	24, 40	
7				NL	119,40	-
8				214	29. 41	
9				ne	29,43	-
10				ne	29, 43	13
	325			ne	24.40	
7/4 A.M.	25 MARIN S. C. C. S. C.			nr	49,39	
13/2				na	29.38	
3				22	29.38	
4				ne	9937	1
5				ne	29.37	1
6				\$ 2.	29.36	
7				5 5	24.37	
8				5 2	39.38	
9				92	19.38	
11				28%	79,39	
12				202.	99 40	

Coal at noon, on hand,

.....; consumed during 24 hours,

Examined and found correct.

anthony of Dichel H Commander, O. N. M. Commander

REMARKS.

Date/	xuy st.	-freshodes		-	-	
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.				€5€.	29,40	。 10.1000年,19.1000年,19.1000年,19.100年,19.100年,19.100年,19.100年,19.100年,19.100年,19.100年,19.100年,19.100年,19.100年,19.
2				858	29.40	
2				ESE.	29,39	
				288	44.38	
				288	19,32	The state of the s
6				£52.	29,33	
7				nnw.	24.37	
8				nnw.	79.38	
9				nuw.	24.38	
10				nnw	29.36	
- 11		Emercial (198		nnw	24.35	
O. A.M.				nnw.	14.34	
A	E 200 3 100 2	300 m			79,33.	Trumid Bridge 135 PM. Res Can 144 PM lit Light 215 Toledo Starta lt 2 50 M. adjusting Compound
nugi- 2				n	29,32	2+3 to 380 M. at 332 Course 3 42 Roundro Erhoth hors up bound channel brung at
3				n	24.32	5PM - Ban Vout 513 PM. Aurestry Ranger 5 Ho PM. Elliot Ranges 559PM.
4		20000		n	24.34	59M-Ban Point 513 PM. Aurestrug, Ranger 540 PM. Elliot Ranger 539 PM. Dry as Aven Ranger 6 10 P.M. 34 maldre Ranger 6 18 PM.
5				21	17.06	
6				21	29.40	auchours. foot Novdwaro Cev. 800 P.M.
7				71	29.42	
8			-	71	79.42	
9	and and are			n	29,45	

Coal at noon, on hand

; consumed during 24 hours,

Cuthony of Dick W. M. Commander, O. N. M. Commander,

Date lug 1 25 1913

Outhoug & Michel Will, COMPG.

							NAVIGATION DATA.
	HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS. ASSESSMENT AS
	P. M.				nexu.	29.44	
	1				nExn	29.44	
	3 37	342			nixu	29.43	The state of the s
	4				nexh		
	5				n.	34.40	2 3 3
	6	1			n	29.41	A 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	7	-	-		2	29,47	
	8		-		٤	29.42	
	9				2	29.40	
	10				٤	29.43	
0	11				€.	24.42	
01/	AM				nwxn		Mudriway 645 am. Windwill Soint 7th at 752 bour Buoy Falls & bluis
0/7	2				nwxh	24.39	Lujer de Clair It Ship 854 am. St Clair flats Light 936 am. Marier bit, 12 19 PM.
	337				nwxn	24.39	er Clair City 10 Pm. It hattot It. 320 Pm.
	4					24,38	Parto Fig no Ship 324 Putous Loy wading O. 970 PM Tractoral Brick. It. braining 4 Hts Port bow. 9.45 abram. 8.6 Miles
	5				nwxn	79.39	900 m Stackout Brick. It. brains 4 Ho Port bow. 9.45 abram. 8.6 Miles
	6				nwxn	24.40	fixing position 31/2 Miles off thou at midnight Pt day Barque Brue HV,
	7				nexe	24,40	us midnight of buy Barque Brues 3618,
	8,		-		ne	34.40	
-	9				nr	24.40	
	19				7	39.40	
	11				4	24,42.	
	12		Coal	at noon, on hand,	-		d during 24 hours, Lat., Lat.,
		11. NA	1.615		E	camined and four	od correct. Commander, O.N.M. Commandingundg.
	Date	my)	11913-				
	HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
	ī		-		71	99.47	
	2		111-	3,3	H	29,42	
-	- 3	3560	11.5	3,3	21	29,40	
	4	2560	19.6.		n	29,34	
	5	3560	27.5		24	24,34	
	6	3560	35,		n	29.34	
		340°	42,5		21	29,34	
		3460	50,	71/2	21	29,30	
	10	3460	5,7.5	71/20	24	24,74	The state of the s
	11	346°	62,5	7.5.	n	74,77	THE RESERVE TO BE SEEN THE PARTY OF THE PART
-	12 A.M.	346°	H.I		n	74.76	
8/2	ī	3460	74.2				1 A M. Pt any Burgus abram distance 10 Miles
0/2,	_ 2	3460	81.		W	24.27	
	3	346.	96.1		W	34.25	
	4	046	76,1	73/	W	44 41	
-	4 5	340.	101,0	73/4	nw	99.24	1.45 G. M. Que Suble on Port to an Minerary Point - Port from 745 A. M.
7	5 6	340.	101.0	6 1/1	nW	29.24	645 am Qu Subh on Port braun. Strugen Point on Port braun 745 am.
2,000	6 7	3400	101.0	6 1/1	nw nw nw	39.24	645 am Qu Subh on Port braun. Strugren Point on Port braun 745 am.
2	4 5 6 7 8	340° 340°	101.0	81/2	nW	29.25 29.25 29.25 39.21	645 am Qu Subh on Port bram. Strugren Point on Port tram 745 am.
	4 5 6 7 8 9	340° 340° 340° NW12N NN 12N	101.0	81/2	nw nw nw nw	29, 24 29, 25 29, 25 29, 21 29, 22 29, 23	645 am Qu Subh on Port braun. Strugren Point on Port tram 745 am.
	4 5 6 7 8 9 10	340° 340° 340° 240°	101.0	81/2	n W n W n W n W n W n W	29.24 29.25 19.25 29.21 29.22 29.23	
	4 5 6 7 8 9 10 11	340° 340° 340° NW12N NN 12N	101.0	81/2	nw nw nw nw	29.24 29.25 19.25 29.21 29.22 29.23	
	4 5 6 7 8 9 10 11	340° 340° 340° 340° 2111211 111211 1111211	101.0 160.1 118.8 176.7 134.6 141.5	81/2	nW nw nw nw nw nw nw	29.24 29.25 29.25 29.21 29.22 29.23 29.25	at Noon Parsyus Sels Brau Sx E. d during 24 hours, Lat., Jong.,
	4 5 6 7 8 9 10 11	340° 340° 340° 340° 2111211 111211 1111211	101.0 100.1 118.8 176.7 134.6 141.5 141.5 157	81/4 71.8 71.8 71.8 71.8	nW nw nw nw nw nw nw	29. 24 29. 25 29. 25 29. 21 29. 22 29. 23 24. 22 24. 25 ; consume	at Noon Arsyur Sels Bruu Sx E. d during 24 hours, Lat., Jong.,
	4 5 6 7 8 9 10 11 12	340° 340° 340° 340° 2111211 111211 1111211	101.0 160.1 118.8 176.7 134.6 141.5	81/4 71.8 71.8 71.8 71.8	nW nw nw nw nw nw nw	29.24 29.25 29.25 29.21 29.22 29.23 29.25	at Noon Arsyur Sels Brau Sx E. d during 24 hours, Lat., Ong.,

Date July 3-1913

authory T. Wienling, G. W. M. COMDO.

NA	VIGATION	DATA

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.		BAR	REMARKS.	2 385 HCT	
P. M. 1	nw/2w.	165		nw.	29.25	510 P.M. passes. Por Rey 2	equel ship.	Strucie various	cours Theor	ugh
2	nw 1/2 W.	172.7		nw	24.23	Straits of mackinaw.				
3	11 W 1/2 W	181,1		nw	29.26					
4	2850	188		n.E.	29.24					
5	2700	195.3		nw	29.28					
6	302°	203.	7.7	nw	29,29					
7	2750	21111,7	7.7	nw	29.31			37.2		
8	2730	217.3	6.6	nw	39.31					
9	2750	2165.	9.0	nnw	24.32					
10	2780-2020	234-5	7,8	nuw.	29.33.			1 2 2		
11	2180	241,3	7.8	nuw	29.32			333		
, 12	2180	249.5	7,8	nnw.	74.32					
7/0/1	2180	257.	7.5	ne	79.32	Brave Is. L. 1220 a M.				
VM 2	270°	265	8.0	ne	59.33			2 H 3E		
3	2180	272,4	7.4	ne	24.33		2000			
4	2280	280,2	7,8	712	29.35					
5	2280	287.8	7.6	nE	24.35	-	NEW YE			
6	2340	2.95,	7.2	ne	24,36		HORE THE			3.55
7	2-34°	3'03,1	8,1	ne	79,37					
8	2340	3.11	7.9	ne	14,40		36			
9	205°	319.5	8.5	nE,	29,43		SA NA			
10	2050	327.	7.5	ne	11,43		33 T 3 T 3 T			
11	205	3357	8,2	nes	39.41					
12	205	343.	-	nr	29.41					
	2050	343.		nr	29.41	led during 24 hours,La				

Examined and found correct.

Commander, O. N. M. Commanding.

Date	Bull H	1-1913	11 11 11 11 11 11 11 11 11 11 11 11 11	THREE THREE T		Commander, O. N. M.		
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	PAR.	REMARKS.	
P.M.	2050	350,4	7:4	SXE	29.39			
14 2	2050	357.7	7.3	n	29.39			
3	2260	3651	7.4	n	29,39			
4	2260	371,2	6.1	n	24.38		21.00	
5	2260	376.3	511	nxw	24.36		EXX.	
6	2260	381,7	5.4	nx w	79,36		200	
7	2260	387.	6,	NXW	24.38	TARK.	7.7.1	
8	2266	391,5	4,5.	NXW	24.37			
9	2266	396,3	4.8	nxw	29.38			
10	276°	401.2	5.9	nxw	24.38			
11	2260	405,2	4,	NXW	29,36	The state of the s		
12 A. M.	2260	410.4	5.2	nxW.	24.36			
01 - 1. I	2260	416,5	4,9	38	29.35			
18 2	221°	421,5	5	5 &	29.35	92. 2		
3	2260	425.9	4,4	SE	29.35	330 mil wanter It. drad ahrad.		
4	2260	430.5	4.6	SE	29.35			
- 5	2260	435	5.	58	29.36			
6	ne	439.5	4,5	5 £	39.36	The state of the s		
7		44415	5.	55	34.36		A BR	
8		449,	5.	3 2	29,35			
9				5 2	29.32			
10				25	24.31			
11				2 5	26 30			

Coal at noon, on hand,

; consumed during 24 hours,

Carthory of Vicklett Marks.

LOG OF THE U. S. S. Lessy

, authory 7. Nichtell M. M. COMDO.

						NAVIGATION DATA.				
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.		BAR	REMARKS.	3.4	329860
P. M.			4 4 5 5 7 5 7 5 7 5 5	338	29.28.			798 3500		THE RESIDE
2				558	29.76					14 ct •45
3				SSE	2923					
				SSE.	24:22		The second second			724
				SSE	29.21					
6				552	19,23		44 97 98	W III	203	
7				352	24.23		29,32		214,7	
8				852	29.23				217.3	64.5
0				552	29.23				226.5	
10				382	29.23				238.0	
11				322	29,73				2418	
				352.	29.73				144.5	
2 AM.				Sx 2.	24.24	The state of the s		ALCONOMICS OF THE ACTION		
aug 6" 2				uwxw.	29, 24		100 00000			
1				nwxw	24,28			34		
4				WWxW.	79.24					
				STYXW.	24.24					
6				SWXW	29.24					
7				SWXW	24.22					* 4
8				SWXW	29,23		Chrys. 44			20 70
9				SWXW	29.26				319.5	
10				SWXW	29.26					
11				8 W×W	29.76				1 1 6 7 7	
12				SWXYV.	29.26		NAV SE		Lia E	1123
		Coal at	noon, on hand		CONTRACTOR CONTRACTOR SPECIAL	during 24 hours,	Lat.,	i Long.	2.2.	
	, 1				camined and found		antho	0 81(). 1	CS N. Coming	

A Examined and found core

Date L	шд 6 -19		ABDOMESTERS.			
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				SW.	29.26	
2				ne	29,27	
3				nxE	29.27	
4				2LX E	24.27	
5				7LX E	29,27	
6				nx E.	29,27	
7				nx2	29,27	100
8				nx2	29,49	
9				n× 2	29,29	
10				nx E.	24,29	100
11				mx E	29.27	
12 A.M.				nne	29,27	
a sihi				nne	29,27	
шу/- 2				nne	29,26	
3				nne	19.26	120
4				nne	29.26	
5				nne	29,26	
6				nne	29,26	122
7				une	29,27	
8				nne	24,27	
9				nne	29.26	1
10				une.	2925	
11				nne	29.25	1

Coal at noon, on hand,

...; consumed during 24 hours, .

In though the Commander, O. N. M. Commander, O

Anthony Si hi M. Commander.

LOG OF THE U. S. S. Estry

authory 7 Kreibett @ Will N., COMDG.

NAVIC	ATIO	ND	ATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
. P. M.				nnz.	29,23	
2				nne	29,21	
3				unz	29,22	
4				une.	29.23	
5				n	29.22	
6				22	29.21	
7				nw.	29.21	
8				ZLW	29,21	
0				nn	29.20	
10				nw.	29.18	
11				SS.E.	29,18	
				552.	29.05	
12 A.M.				552	29,03	
18. 2				552	29.03	
1				5	29.00	
4				S	29,00	
				5	29,00	
. 6				5	29.01	
7				5	29.03	
8				5	29.05	
0				.5	29,06	
10				5	19.07	
11				5	29,08	
12				5	29,10	
		Coal	t noon, on hand	1,	; consumed durin	g 24 hours,

Examined and found correct.

REMARKS.

Date_L	My 0-1	7.1.		ST - BESTELLER SEE ST		-
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				nE	29.11	
2				22	29.12	
1				212	29.12	
4				nE	49,12	
				ne	14.13	
6				nne	29,12	
7				nne	29,13	
8				nne	29,14	
9				nnE	29,15	
10				nexe	79,16	
11				NEXE	74,13	
12 A. M.				KEXE	29,13	
8/4 1				ne.	29,22	100
0/9 2				ne	29,35	
3				ne	24,36	-
4				nE	29,33	
5				n E.	29.25	100
6				Enz	29.19	
7				Ene	29,19	-
8				na	29,19	
9	60		3	na	79,18	-
10	90		7	24 E	29.18	-
11	90		8	72 X 2	29,19	-

Coal at noon, on hand,

...; consumed during 24 hours,

Examined and found correct.

LOG OF THE U. S. S. ESSYY

authory 7. Nich liet O'WH. N., COMOG.

				-	-	NAVIGATION DATA.
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	PREMARKS. 43342
P. M.	90			u	29,19	
2	90			n	29,19	
3	9-			u	29,19	
4	170			nne	29,19	
5	150			nne	24,19	A STATE OF THE STA
6	150			nne	29,19	
7	150			nne	29,19	THE RESERVE OF THE RE
8	150	2 5.50		nnE.	29.19	
9	90	· Jo°	-	u	29,21	
10	90	3150		21	29,22	
11	90	2160		71.	29,20	
-/ AM	nx E.			u	29,20	
SIIN I				71	29,24	
0/10 2				71	29,75	
3				n	29,27	
4				n	29,27	
5	-			n	29,34	* 5 7 7 7
6				nxw.	24,38	
7		2850		nxW	29,38	
8		2300		n	29.42	
9		2160		21	29,43	
10		2160.		n	24.43	
11 12				71.	39.43	
***		Coal a	at noon, on hand			during 24 hours, Lat., tpng.,
		,				
	Pur INI	11117		E	examined and found	
	aug 10 11					correct. Author of kicklett Komkhanding Comdg.
HOUR.	aug 1011 COURSE.	1913 P.L.	SPEED.	WIND.	BAR.	
	Contraction of the Contraction o		SPEED.	WIND.	BAR. 29,42	correct. Author of kicklett Komkhanding Comdg.
HOUR.	Contraction of the Contraction o		SPEED.	WIND. HE. HE	BAR. 29,42 29,44	correct. Conthous the highest the Commander, O. N. M. Commander,
HOUR.	Contraction of the Contraction o		SPEED.	WIND. HE. HE HE HE	BAR. 29,42 29,44 29,44	correct. Conthough hicklish Commander, O. N. M. Commander, Comman
HOUR. P. M. I	Contraction of the Contraction o		SPEED.	WIND. HE HE HE HE HE	BAR. 29,42 29,44 29,44 29,43	correct. Conthous the highest the Commander, O. N. M. Commander,
HOUR. P. M. 1 2 3 4 5	Contraction of the Contraction o		SPEED.	WIND. HE HE HE HE HE HE	BAR. 29,42 29,44 29,44 29,43 79,44	correct. Conthough hicklish Commander, O. N. M. Commander, Comman
HOUR. P. M. 1 2 3 4 5	Contraction of the Contraction o		SPEED.	WIND. HE HE HE HE HE HE HE	BAR. 29, 42 29, 44 29, 44 29, 43 79, 44 29, 43	correct. Canthou & kicklett Remarks. REMARKS.
HOUR. P. M. 1 2 3 4 5 6	Contraction of the Contraction o		SPEED.	WIND. HE HE HE HE HE HE HE HE HE	BAR. 29, 42 29, 44 29, 43 29, 44 29, 43 29, 43 29, 44	correct. Conthough hicklish Commander, O. N. M. Commander, Comman
HOUR. P. M. 1 2 3 4 5 6 7 8	Contraction of the Contraction o		SPEED.	WIND. HE HE HE HE HE HE HE HH HH H	BAR. 29, 42 29, 44 29, 44 29, 43 29, 44 29, 43 29, 46 29, 46	correct. Canthou & kicklett Remarks. REMARKS.
HOUR. P. M. 1 2 3 4 5 6 7 8	Contraction of the Contraction o		SPEED.	WIND. HE HE HE HE HE HE HE HHE HHE	BAR. 29, 42 29, 44 29, 44 29, 43 29, 44 29, 43 29, 46 29, 46 29, 46	correct. Canthou & kicklest Remarks. Remarks.
HOUR. P. M. 1 2 3 4 5 6 7 8 9	Contraction of the Contraction o	P. L.	SPEED.	WIND. HE HE HE HE HE HE HHE HHE HH	BAR. 29, 42 29, 44 29, 44 29, 43 79, 43 29, 44 29, 46 29, 46 29, 46	correct. Canthou & kicklest Remarks. Remarks.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10	Contraction of the Contraction o		SPEED.	WIND. ME ME ME ME ME ME ME ME ME M	BAR. 29, 42 29, 44 29, 43 29, 44 29, 43 29, 44 29, 46 29, 46 29, 46 29, 46	correct. Canthou & kicklest Remarks. Remarks.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M.	Contraction of the Contraction o	P. L.	SPEED.	WIND. ME ME ME ME ME ME ME ME ME M	BAR. 29, 42 29, 44 29, 43 79, 43 79, 43 29, 46 29, 46 29, 46 29, 46 29, 46 29, 46	correct. Canthou & kicklest Remarks. Remarks.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1	Contraction of the Contraction o	P. L.	SPEED.	WIND. ME ME ME ME ME ME ME ME ME M	BAR. 29, 42 29, 44 29, 43 29, 43 29, 43 29, 46 29, 46 29, 46 29, 46 29, 46 29, 45	correct. Canthou & kicklest Remarks. Remarks.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M.	Contraction of the Contraction o	P. L.	SPEED.	WIND. ME ME ME ME NE NE NE NE NE NE	BAR. 29, 42 29, 44 29, 43 79, 44 29, 43 29, 46 29, 46 29, 46 29, 46 29, 45	correct. Canthou & kicklest Remarks. Remarks.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1	Contraction of the Contraction o	P. L.	SPEED.	WIND. ME ME ME ME ME ME ME ME ME M	BAR. 79, 42 29, 44 29, 43 79, 44 29, 43 29, 46 29, 46 29, 46 29, 46 29, 45	correct. Canthou & Licklett Commander, O. N. M. Commander, O. N. M. Commander, Commande
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 12 3 4	Contraction of the Contraction o	P. L.	SPEED.	WIND. ME ME ME ME ME ME ME ME ME M	BAR. 79, 42 29, 44 29, 43 79, 44 29, 43 29, 46 29, 46 29, 46 29, 46 29, 45 29, 45 29, 45	correct. Canthour Flicklett Commander, O. N. M. Commander, O. N.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 12 3 4 5	Contraction of the Contraction o	P. L.	SPEED.	WIND. HE HE HE HE HE HE HE HE HE H	BAR. 29, 42 29, 44 29, 43 79, 44 29, 43 29, 46 29, 46 29, 46 29, 46 29, 46 29, 46 29, 45 29, 45 29, 45	correct. Canthou Hioklest REMARKS. REMARKS.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 12 3 4 5 6	Contraction of the Contraction o	P. L.	SPEED.	WIND. HE HE HE HE HE HE HE HE HE H	BAR. 79, 42 29, 44 29, 44 29, 43 79, 46 29, 46 29, 46 29, 46 29, 46 29, 46 29, 45 29, 45 29, 45 29, 45 29, 45	correct. Canthou Hioklest REMARKS. REMARKS.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 12 3 4 5	Contraction of the Contraction o	P. L.	SPEED.	WIND. HE HE HE HE HE HE HE HE HE H	BAR. 79, 42 29, 44 29, 43 79, 44 29, 43 29, 46 29, 46 29, 46 29, 46 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45	correct. Author Flioblett Remarks. REMARKS.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7 8	Contraction of the Contraction o	P. L.	SPEED.	WIND. HE HE HE HE HE HE HE HE HE H	BAR. 29, 42 29, 44 29, 43 79, 44 29, 43 29, 46 29, 46 29, 46 29, 46 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45	correct. Canthony & Licklett Handing Comag. REMARKS. REMARKS.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7 8 9	Contraction of the Contraction o	P. L.	SPEED.	WIND. HE HE HE HE HE HE HHE HHE HH	BAR. 29, 42 29, 44 29, 43 79, 44 29, 43 29, 46 29, 46 29, 46 29, 46 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45	correct. Canthony & Licklett Handing Comag. REMARKS. REMARKS.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7 8 9 10 11 12 8 7 8 9 10 11 12 8 7 8 8	Contraction of the Contraction o	P. L.	SPEED.	WIND. HE HE HE HE HE HE HE HE HE H	BAR. 29, 42 29, 44 29, 43 79, 44 29, 43 29, 46 29, 46 29, 46 29, 46 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45 29, 45	correct. Author Flioblett Remarks. REMARKS.

Coal at noon, on hand,

....; consumed during 24 hours,

LOG OF THE U. S. S. Essry.

authory F. Mich litt QUELL. COMPG.

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				wnw.	29.48	
2				ENE	19,48	
3				ENE	29.48	
4				ENE	29.47	
5				ENE	19.46	
6				222	29.44	
7				ene	29,43	
8				Ene	29,43	
0				Ene	29,43	
10				Eng	29.43	
11				222	29.43	
12 A.M.				ENE	29.44	
A. M.				2 n 2	29,44	
0/12 2				ENE	24,42	
3				ENE	29.40	
1				EME	29,41	
5				Ene	29,41	
6				nnxu	29,41	
7				nwxu	11.40	
8				nwxn	24.40	
9				nwxu	24,40	
10				nwxn	79,39	
п				ME	29,39	
12				ne	29.41	

Examined and found correct.

REMARKS.

REMARKS.

HOUR.	aug 12'-	P. L.	SPEED.	WIND.	BAR.
P. M.				NE	29,39
2				ne	29.39
3				ne	29,39
				ne	29.39
5				nE	29,40
6				nE	29,40
7				nz	79,38
8				22	29.36
9				ne	29,36
10				72 8	29.38
11				ne	29,38
				nE	29,39
12 A. M.				ne	29.34
9 2				nw.	29,33
3				nw.	29.34
4				nw	29.34
5				nn	29.36
6				nn	29.38
7				22%	29.41
8				15 W	29,39
9				57	29.37
10				SHXH	
11				57x 7	29,34
				SWx W.	29,34

Coal at noon, on hand,

..; consumed during 24 hours,

Examined and found correct.

Date My 3-1913.

Authory F. Nicklith , U. S. N., COMPG.

Commander, O. N. M. Commanding.

REMARKS.

	0					NAVIGATION DATA.
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	STAR REMARKS. GENERAL STAR STAR STAR STAR STAR STAR STAR STAR
. P.M.				SHXW.	29,35	
				SWXW	29.35	The state of the s
				SWXW.	29,35	
				sw	29.36	
				SW	29.36	
6				SW	29.36	
				SW	29,35	
8				SW	29.36	
				SW	29,36	
10				3 Wx W	29.36	
11				SW	29.33	
				S	29,32.	
(, A.M.				85 %.	29.32	Underway 11 5 a. W. & PM puring Strugue Bay 620 PM Euleiro ship canal
8/14 2				S S E.	29.32	63 Parced Pin Land lept. 85 PM. algoma abran.
1				SE	29.32	919 Pm. Krwaur abrau dist 7 miles
				SE	29,33	10 20 PM Lurio rion cit 3 pts. on ett bow.
				58	24.32	1105 PM Juria " abrau.
6				SE	24,27	17 mid - Marilowore abrain.
7				SE	24.27	
8				S	29.29	
9				SNYS.	29,30	
10				5 Wxs	29.32	The state of the s
11				S WYS.	24.32	
12				S Mx S.	24.32.	
		Coal	at noon, on hand	d,	; consum	ned during 24 hours, Lat., Lat.,
(1	12		. E	xamined and fou	and correct. Authority Licklett . N. S. N., Comda.

WIND. BAR. n Ex E 29,27 n Ex E. 29,26 29,25

40° 40° 54° 7,8 7,8 En E n E. 29.25 7,5 54901300 Calu 8.0 29.24 Canal. 8,0 Calu 29,23 1940 29.24 8,0 1940 8,0 29,24 1940 15.5 8.0 24,21 5 1940 8.2 23,5 29,21 9.0 8 1940 32.5 29,22 9,0 1940 41.5 29,20 1940 8.6 495 24.20 1940 58.1 SXW 29,22 1940 65.7 7.6 SXW 29.22 73,5 1940 7.8 24.22 SxW. Sx W E E E 1940 8.5 82. 29.90 1940 74,20 90,3 99. 29,24 74.23 24.26 29.26 SSW. 29.26

SPEED.

Coal at noon, on hand,

...; consumed during 24 hours,

Examined and found correct.

24.27

HOUR.

LOG OF THE U. S. S. Essry.

authory J. Nierhell Did., compa.

BLAX	2163 A 3	IACOLD	DAS	-
NAI	/IGAT	ION	DA	A.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.	COURSE	1.4.	SELLEA		DAN.	
1				S	29.27	
2				SxE	29.26	
3				SXE	29.25	
4				SxE	29.25	
5	960			SxE	29.21	
6	nex & 1/2 E.			SYE	29.21	
7				SxE	29.21	
8				SXE.	29.21	
0				3 x 2	29.21	
10				3 * 5	29.21	
11			100000000000000000000000000000000000000	3 * 2	29,21	
12 / A. M.				3 4 8.	29.21	
1				SYE	29.22	
16 2				3 42	17.23	
3				2 x 5	29.24	
4				5	29.25	
5				2	29,25	
6				2	29.25	
7			200000000000000000000000000000000000000	2	29.25	
8				3	29.25	
9			100000000000000000000000000000000000000	2	29.20	
10			100000000000000000000000000000000000000	3	99,25	
11				2	39.25	
12				2;	24.75	

Coal at noon, on hand,

...; consumed during 24 hours,

Examined and found correct.

Unthony

F. Lifely U.S. N., Comdg. Commander, O. N. M. Commanding.

REMARKS.

REMARKS.

HOUR.	aug 16 th	P. L.	SPEED.	WIND.	BAR.	
P. M.			-	S	29.25	t
2				\$ 5	29.75	#
				2	29,25	E
				2	29.25	1
				2	29.25	Ŧ
6				SS	29,25	
7				nne	29,25	H
8				nne	29.24	
0				nns	79.26	
10				nne.	29,27	1
п				nnE	29.27	1
, A. M.				nnE	29.27	1
A. M.				nne.	29,27	
/ 2				nne	29.27	1
3				nnE.	29.27	4
4				nxw	29.28	1
5				nxw	29.28	1
6				nx 26	29.34	4
7				nxn		4
8				SENS.	29.34	1
9			200222	2 5 × 2	29.34	
10				35.2	34.34	1
11				3 8 4 5.	39.3V	1

Coal at noon, on hand,

.; consumed during 24 hours,

LOG OF THE U. S. S. Essey.

Cuttony & Nichta DAM, COMPG.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	.918	REMARKS.	
P.M.	COURSE.	r. L.	SPEED.					
1				n.	29.34			
2			-	n	29,34	25.73		
3				7	29.34			
4				71	29.34	· · · · · · · · · · · · · · · · · · ·		
5				21	24.32			
6				n	29,30			
7				21	29.34			
8				nnw.	29,34			
9				nnw	29.34	A STATE OF THE STA		
10				MXE	29.34			
11				nxE	29.34	1 7 7 7 7		
12 A.M.				n.E.	24.34	21.4		
0. 1				nxE	29,34			
2				MxE	29.33		E The said Street	
3				MxE				
4				71.12	29.33	and the same of the same of the same		
5				Nx E.	74.33			
6				21	24.36			
7				n	29.38			
8				7.	29.39			
9				74.	29.40	45.5		
10				71.	2939			
11				7.	2439			
12		Coal	of some on box	и.	74.40	es de la constant de	· Vana	
12		Coal	at noon, on hand	и.	74.40	rs, Lat.,	tong,	
12 1		Coal	at noon, on han	7(.	74.40	rs, Lat.,	long I hick	lett s. A. somas.
Date	Tuy 18"	Coal	at noon, on hand	7(.	74.40; consumed during 24 hou		Some Fich	M. Commandings
/	Luy 18"	Coal P. L.	at noon, on hand	7(.	74.40; consumed during 24 hou		form Fisher Ommander, O.N.	M. Commandings.
Date HOUR.	Luy 18"	F		WIND.	24.4.0 ; consumed during 24 hou Examined and found correct. BAR.			M. Commandings
Date HOUR. P.M.	Luy 18" COURSE.	F		WIND.	Examined and found correct. BAR. 29,40	Anth	REMARKS.	M. Commandings
Date HOUR. P. M. I	Luy 18" COURSE.	F		WIND.	Examined and found correct. BAR. 29,40 24,38		REMARKS.	M. Commandings
Date HOUR. P.M. 1 2 3	Luy 18" course.	F		7(.), WIND. 1. 1. 1/4 1/1. 1. 1/4 1/1.	Examined and found correct. BAR. 29,40 29,38 24,35	Anth	REMARKS.	M. Commandings
Date HOUR. P.M. 1 2 3 4	Luy 18" course.	F		ア(、 WIND. た ガッパ カ ル ガ・ハ カ ル ガ・ハ	#### Consumed during 24 hours in the consumed and found correct. BAR. 29, 40 24, 38 24, 35 29, 33	anth	REMARKS.	M. Commandings
Date HOUR. P. M. 2 2 3 4 5	Luy 18"	F		マ(、 WIND. た ガッパ カ ル ガ・ハ カ ル ガ・ハ カ ル ガ・ハ	#,40 ; consumed during 24 hou Examined and found correct. BAR. 29,40 24,38 24,35 29,33 24,35	anth	REMARKS.	M. Commandings
Date HOUR. P. M. 1 2 3 4 5	Lug 18"	F		で、 WIND. た ガッパ カ ル ガ・ れ ル ル ア れ ル ル ア れ ル ル ア れ ル ル ル ル ル ル ル ル ル ル ル ル ル	### Consumed during 24 hours consumed during 24 hours consumed during 24 hours consumed and found correct. BAR. 19, 40 29, 38 29, 35 29, 35 29, 35 29, 35 29, 35 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29,	anth	REMARKS.	M. Commandings
Date HOUR. P. M. 1 2 3 4 5 6	Lug 18"	F		双、 WIND. え れ ガ y 八 カ カ ガ・ れ れ が れ れ が れ れ が れ れ が	#,40 ; consumed during 24 hourseld the second correct. BAR. 29,40 24,38 24,35 29,33 29,35 29,35 29,38 29,35 29,38	anth	REMARKS.	M. Commanding.
Date HOUR. P. M. 1 2 3 4 5 6 7 8	Lug 18"	F		双、	### Consumed during 24 hours consumed during 24 hours consumed during 24 hours consumed and found correct. BAR. 29, 40 24, 38 24, 35 27, 33 24, 35 27, 38 29, 38 29, 38	anth	REMARKS.	M. Commanding.
Date HOUR. P. M. 2 3 4 5 6 7 8 9	Luy 18"	F	SPEED.	WIND. ** ** ** ** ** ** ** ** **	### Consumed during 24 hours in the consumer i	anth	REMARKS.	M. Commanding.
Date HOUR. P. M. 2 3 4 5 6 7 8 9 10	COURSE.	F		WIND. 1. WYN. 1. W	### Consumed during 24 hours in the consumed and found correct. BAR. 19, 40 24, 38 24, 35 29, 33 29, 35 27, 38 29, 38 29, 38 29, 38 29, 38 29, 38 29, 38	anth	REMARKS.	M. Commandings.
Date HOUR. P. M. 1 2 3 4 5 6 7 8 9 10	COURSE.	F	SPEED.	WIND. ** ** ** ** ** ** ** ** **	### Consumed during 24 hours in the consumed and found correct. BAR. 19, 40 24,38 24,35 29,33 29,35 27,38 29,38 49,39 41,40 29,40 29,40	anth	REMARKS.	M. Commanding.
Date HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M.	Luy 18"	F	SPEED.	双、 WIND. た	### Consumed during 24 hours consumed during 24 hours consumed during 24 hours consumed during 24 hours consumed and found correct. BAR. 29, 40 29, 38 24, 35 29, 33 29, 35 29, 38 29, 38 29, 38 29, 38 29, 39 19, 40 29, 40 29, 40 29, 40 29, 40 29, 40	anth	REMARKS.	M. Commandings
Date HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M.	Luy 1811 COURSE.	F	SPEED.	WIND. No Way M No W	### Consumed during 24 hours consumed and found correct. BAR. 29, 40 24, 38 24, 35 29, 33 29, 35 27, 38 29, 35 27, 38 29, 37 27, 38 29, 39 19, 40 29, 40 29, 40 29, 40 29, 40 29, 40	anth	REMARKS.	M. Commandings
Date HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M.	Luy 18"	F	SPEED.	WIND. ** ** ** ** ** ** ** ** **	### Consumed during 24 hours consumed and found correct. BAR. 29, 40 24, 38 24, 35 29, 33 29, 35 27, 38 29, 38 29, 38 29, 38 29, 39 19, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 38	anth	REMARKS.	
Date HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 12 14 1 2 3	Lug 18"	F	SPEED.	WIND. No Way No	### Consumed during 24 hours consumed and found correct. BAR. 29, 40 24, 38 24, 35 29, 33 29, 35 21, 38 29, 38 29, 38 29, 39 19, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 38 29, 38 29, 38	anth	REMARKS.	M. Commandings
Date HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4	Lug 18"	F	SPEED.	WIND. N. WYN. N. W. N. N. N. W. N. N. W. N. N. N. N. N. N. N. N. N. N.	### Consumed during 24 hours consumed and found correct. BAR. 29, 40 24, 38 24, 38 24, 38 24, 38 24, 38 24, 39	anth	REMARKS.	
Date HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5	Lug 18"	F	SPEED.	WIND. N. WYN. N. WYN. N. N. W. N. N. W.	### Consumed during 24 hours consumed and found correct. BAR. 29, 40 24, 38 24, 38 24, 38 24, 38 24, 38 24, 38 24, 38 24, 39 24, 40	anth	REMARKS.	
Date HOUR. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 4 5 6	COURSE.	F	SPEED.	WIND. N. WYN. N. W. N. N. N. W. N. N. W. N. W.	### Consumed during 24 hours consumed and found correct. BAR. 29, 40 29, 38 29, 38 29, 38 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40	anth	REMARKS.	
Date HOUR. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7	COURSE.	F	SPEED.	WIND. M WY M M W M M N W M M M M M M M M M M M M M	### Consumed during 24 hours consumed and found correct. BAR. 29, 40 24, 38 24, 35 29, 33 24, 35 27, 38 34, 36 49, 36 49, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 40 29, 43 29, 43 29, 43	anth	REMARKS.	
Date HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6	COURSE.	F	SPEED.	WIND. The War.	### Consumed during 24 hours; consumed and found correct. BAR. 29, 40 29, 38 29, 38 29, 38 29, 40 29, 40 29, 40 29, 40 29, 40 29, 43 29, 43 29, 43 29, 43	anth	REMARKS.	
Date HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7 8 9 9 10 11 12 2 3 4 5 6 7 8 9 10 9 10 11 12 2 3 4 5 9 10 9 10 10 10 10 10 10 10 10 10 10 10 10 10	Lug 18"	F	SPEED.	WIND. Mar.	### Consumed during 24 hours; consumed and found correct. BAR. 29, 40 29, 38 29, 38 29, 38 29, 40 29, 40 29, 40 29, 40 29, 40 29, 43 29, 43 29, 43 29, 44	anth	REMARKS.	
Date HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7 8 9 10 10 11 12 12 12 13 4 5 6 7 8 9 10 10 10 10 10 10 10 10 10 10 10 10 10	Luy 18"	F	SPEED.	WIND. M WY M M W M M M W M M M M M M M M M M M M M	### Consumed during 24 hours; consumed and found correct. BAR. 29, 40 29, 43 29, 43 29, 43 29, 43 29, 43 29, 44 29, 44	anth	REMARKS.	
Date HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7 8 9	Lug 18"	F	SPEED.	WIND. Mar.	### Consumed during 24 hours; consumed and found correct. BAR. 29, 40 29, 38 29, 38 29, 38 29, 40 29, 40 29, 40 29, 40 29, 40 29, 43 29, 43 29, 43 29, 44	anth	REMARKS.	

; consumed during 24 hours,

ni

Commander, O. N. M. Commanding.

LOG OF THE U. S. S. 6 SSRY

authory F. Mick litt allen, compa.

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				22	19,45	
2				ne	29,45	
1				ne	79.44	
				21	29.45	
5				n	29.45	
6				ne	29,44	
7				74 8	29,44	
8				nz	29.44	
9				nz	29.44	
10				NE	24.44	
11				ne	29.44	
				nE	29,44	
12 A.M.				ENE	29.45	
8/20:				ENE	29.45	
1				3	29,45	
4				E	29.44	
				E	29.45	
6				3	29.45	
7				ExS	29,45	
8				2×5	29.45	
9,				3	29.46	
10				4	29.44	
11				8	29.42	
12				nE.	29.41	
NAME OF TAXABLE PARTY OF TAXABLE PARTY.	THE RESERVE AND PERSONS ASSESSED.	The second little and	The same of the sa	THE RESIDENCE OF THE PARTY OF T	THE RESERVE OF THE PARTY OF THE	-

Coal at noon, on hand,

Date aug 20-1913

Examined and found correct.

.; consumed during 24 hours,

REMARKS.

REMARKS.

COURSE.	P. L.	SPEED.	WIND.	BAR	多額
			21. 5	10.110	
					1
				The state of the s	1
			Marie Committee on the Section of th		10
			Control of the Contro	And the second of the second of the second of the second	1
			AND DESCRIPTION OF THE PARTY OF	with the control of the control of the control of	-
			Commission of the Commission o	Control of the Contro	1
					13
					1
			nxw	29,36	10
			nxw	34.36	353
			nym.	79.36	
			nxx.		
			nxE	29,35	
-			nxE.	29.3 €	
			Calu	29.33	
			Calu	29,33	
			SxE	24,33	
			Sx Z	29.33	
			3 x 2.	29,33	
			u	29.34	
			71	24.34	
			n	24,34	1
			n	24.33	1
	COURSE.	COURSE. P. L.	COURSE. P. L. SPEED.	n £ n £ n x £ n x £ n x \(\text{n} \text{x} \text{y} \\ n x \(\text{n} \text{x} \text{y} \\ n x \(\text{n} \text{y} \text{y} \\ n x \(\text{n} \text{y} \text{y} \\ n x \(\text{n} \text{y} \text{y} \\ n x \(\text{E} \) n x \(\text{E} \) calm calm calm calm calm calm calm d x \(\text{x} \) x \(\text{E} \)	n \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\) \(\

Coal at noon, on hand,

.; consumed during 24 hours,

Examined and found correct.

29.32

Date 11413

Coal at noon, on hand,

authory & Micheles On Myu. s. N., COMDA.

			-	-	1 515	The second secon
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS. ATTEMPT TO THE PROPERTY OF THE PROPER
P. M. I				74,	29,30	
2				21	29.27	
3				n	29,24	
4				MXE	29,23	
5				nne	29.22	
6				nxa	29.21	
7				n	29,21	
8				212	29,21	
9				26	29,22	
10				nxE	29.22	
ii				MXE	29,22	
				21.	29,22.	
A 4 A.M.				nxn	29,31	
8/11/				nxw.	29.31	
,				nw	29.22	
	190	0		nnw	29.21	
	190	3.		nnn	29,20	
6	190	1.0,	7.0	nnn	29.20	
	190	15.5	5.5	nnw	29.20	
	19.	22,5	7.0	nnw	29.22	
	190	27.9	6.4	nnw.	29.21	
9	190	35,7	6.8	nnn	29.21	
10	19.	42.6	6.9	nnw	29,22	
11	190.	49.5	6.9	nnw.	29.22	
12						ned during 24 hours, Lat., Long.,
			at noon, on man			
		1				
	1	nluin			Examined and for	and correct. Anthony of hickleto SN. COMPA
Date	augs	2/14/3			Examined and for	and correct. Commander, O. N. M. Commanding.
. Date	aug 2	2/14/3	SPEED.	+		Commander, O. N. M. Commanding
HOUR.	aug 3	2/1413 P.L.	SPEED.	WIND.	BAR.	Commander, O. N. M. Commanding. REMARKS.
THE RESIDENCE OF THE PARTY OF T	190	56.5	7.0	WIND.	BAR. 29, 23	Commander, O. N. M. Commanding
HOUR.	190	56,5	7.0	WIND.	BAR. 29, 23 29, 24	Commander, O. N. M. Commanding
HOUR.	190	56,5	7.0 6.3 6.0	WIND.	BAR. 29,23 29,24 29,25	Commander, O. N. M. Commanding
HOUR.	190	56,5 67,8 68,8 75,	7.0 6.3 6.0 6.2	WIND.	BAR. 29,23 29,24 29,25 29,25	Commander, O. N. M. Commanding
HOUR.	19° 19° 19°	56,5 62,8 68,8 75,	7.0 6.3 6.0 6.2 5.	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 25 29, 23 29, 23	Commander, O. N. M. Commanding REMARKS.
HOUR. P.M. 1 2 3 4	19° 19° 19° 19°	56,5 62,8 68,8 75. 80.	7.0 6.3 6.0 6.2 5.	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 24 29, 25 29, 25 29, 25 29, 24 29, 24	Commander, O. N. M. Commanding REMARKS.
HOUR. P.M. 1 2 3 4 5	19° 19° 19° 19° 19°	56,5 62,8 68,8 75. 80. 85,3	7.0 6.3 6.0 6.7 5.3 5.	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 24 29, 25 29, 25 29, 24 29, 24 29, 24	Commander, O. N. M. Commanding REMARKS.
HOUR. P.M. 1 2 3 4 5	19° 19° 19° 19° 19° 19°	56,5 62,8 68,8 75. 80. 85,3 90,3 95,2	7.0 6.3 6.0 6.2 5. 5.3 5.	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 24 29, 25 29, 25 29, 23 29, 24 29, 23 29, 23	Commander, O. N. M. Commanding REMARKS.
HOUR. P.M. 1 2 3 4 5	19° 19° 19° 19° 19° 19°	56,5 62,8 68,8 75. 80. 85,3 90,3 95,2 98,1	7.0 6.3 6.0 6.2 5. 5.3 5. 4.9	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 24 29, 25 29, 25 29, 23 29, 24 29, 24 29, 24 29, 24	Commander, O. N. M. Commanding REMARKS.
HOUR. P. M. 1 2 3 4 5 6 7 8	19° 19° 19° 19° 19° 19°	56,5 62,8 68,8 75. 80. 85,3 90,3 95.2 98.1	7.0 6.3 6.0 6.2 5.3 5. 4.9 2.9 3.3	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 24 29, 25 29, 25 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24	REMARKS.
HOUR. P.M. 1 2 3 4 5 6 7 8	19° 19° 19° 19° 19° 19°	56,5 62,8 68,8 75. 80. 85,3 90,3 95.2 98.1 101.4 105,2	7.0 6.3 6.0 6.2 5. 5.3 5. 4.9 2.9 3.3 3.8	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 25 29, 24 29, 24 29, 24 29, 24 29, 24	Commander, O. N. M. Commanding REMARKS.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10	19° 19° 19° 19° 19° 19° 19° 19° 0°	56,5 62,8 68,8 75, 80. 85,3 90,3 95,2 98,1 101,4 105,2 110,2	7.0 6.3 6.0 6.2 5.3 5. 4.9 2.9 3.3 3.8 5.	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 25 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24	Commander, O. N. M. Commanding REMARKS.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M.	19° 19° 19° 19° 19° 19° 19° 0°	56,5 62,8 68,8 75, 80. 85,3 90,3 95,2 98,1 101,4 105,2 110,2	7.0 6.3 6.0 6.2 5.3 5. 4.9 2.9 3.3 3.8 5.	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 25 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24	Commander, O. N. M. Commanding. REMARKS. 1253 A. M. Lietts au Sabh. aveau.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10	19° 19° 19° 19° 19° 19° 19° 0°	56,5 62,8 68,8 75, 80. 85,3 90,3 95,2 98,1 101,4 105,2 115,2 121,5	7.0 6.3 6.0 6.2 5.3 5. 4.9 2.9 3.3 3.8 5.	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 23 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 26	REMARKS. 12 9 a. M. Little au Sabh. aveau. 210 a.m. Jiner water aprover.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M.	19° 19° 19° 19° 19° 19° 19° 0° 0°	56,5 62,8 68,8 75, 80. 85,3 90,3 95,2 98,1 101,4 105,2 110,2 115,2 121,5	7.0 6.3 6.0 6.7 5.3 5. 4.9 2.9 3.3 3.8 5.	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 23 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 26 29, 26	Commander, O. N. M. Commander, REMARKS. REMARKS. 12 3 4 M. dieth au Sabh. Abram 210 am Thut water aprime, 210 am Thut water aprime, 210 am Thut water aprime.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M.	19° 19° 19° 19° 19° 19° 19° 0° 0°	56,5 62,8 68,8 75, 80. 85,3 90,3 95,2 98,1 101,4 105,2 110,2 115,2 121,5 127,7	7.0 6.3 6.0 6.7 5.3 5. 4.9 2.9 3.3 3.8 5. 6.3 6.2 5.3	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 25 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 25	Commander, O. N. M. Commander, REMARKS. REMARKS. 12 3 4 M. dieth au Sabh. Abram 210 am Thut water aprime, 210 am Thut water aprime, 210 am Thut water aprime.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M.	19° 19° 19° 19° 19° 19° 19° 0° 0°	56,5 62,8 68,8 75, 80,3 90,3 95,2 98,1 101,4 105,2 115,2 121,5 127,7 133,	7.0 6.3 6.0 6.7 5.3 5.4,9 2,9 3.3 3.3 5. 6.3 6.2 5.3	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24	REMARKS. 12 93 A. M. Lieth au Sabh. Aveam 210 a. M. Hour water afrom, 450 a. M. Big At an acts, abrown, 450 a. M. Big At an acts, abrown, 650 a. M. Manistry. Robum. Changed cours 100 to Chan At Bratey.
HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M.	19° 19° 19° 19° 19° 19° 19° 0° 0° 0° 18°	56,5 62,8 68,8 75, 80,3 90,3 95,2 98,1 101,4 105,2 115,2 127,7 133, 140,5 148,1	7.0 6.3 6.0 6.7 5.3 5.4,9 2,9 3.3 3.8 5. 6.3 6.2 5.3 7.5	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 25 29, 24 29, 25 29, 24 29, 25 29, 26 29, 27 29, 26	REMARKS. 123 a. M. dieth au Sabh. abeam. 210 a. M. Thuit water aproun. 45 a. M. Big & ausole, abrown. b. a. M. Manistr. abrown. Change coun 100 to Che Matry.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 5 6 7 8 9 10 11	19° 19° 19° 19° 19° 19° 19° 0° 0° 0° 0° 18° 18°	56,5 62,8 68,8 75, 80,3 90,3 95,2 98,1 101,4 105,2 110,2 115,2 121,5 127,7 133, 146,5 148,1 155,5	7.0 6.3 6.0 6.7 5.3 5. 4.9 2.9 3.3 3.8 5. 6.3 6.2 5.3 7.5	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 25 29, 24 29, 25 29, 24 29, 25 29, 26 29, 27 29, 27 29, 27	REMARKS. 12 93 A. M. Lieth au Sabh. Aveam 210 a. M. Hour water afrom, 450 a. M. Big At an acts, abrown, 450 a. M. Big At an acts, abrown, 650 a. M. Manistry. Robum. Changed cours 100 to Chan At Bratey.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 5 6 7 8 9 10 11	19° 19° 19° 19° 19° 19° 19° 0° 0° 0° 0° 18° 18° 18° 10°	56,5 62,8 68,8 75, 80,3 90,3 95,2 98,1 101,4 105,2 110,2 115,2 121,5 127,7 133, 146,5 148,1 155,5 162,9	7.0 6.3 6.0 6.7 5.3 5. 4.9 2.9 3.3 3.8 5. 6.3 6.3 7.4 7.4	WIND. H H H H H H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 25 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 26 29, 27 29, 26 29, 27 29, 26 29, 27 29, 27 29, 27	REMARKS. 123 a. M. dieth au Sabh. abeam. 210 a. M. Thuit water aproun. 45 a. M. Big & ausole, abrown. b. a. M. Manistr. abrown. Change coun 100 to Che Matry.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 5 6 7 8 9 10 11	19° 19° 19° 19° 19° 19° 19° 0° 0° 0° 18° 18° 18° 18° 18° 10°	56,5 62,8 68,8 75, 80,3 90,3 95,2 98,1 101,4 105,2 110,2 115,2 121,5 127,7 133, 146,5 148,1 153,5 162,9 170,2	7.0 6.3 6.0 6.7 5.3 5.4,9 3.3 3.8 5. 6.3 6.3 7.4 7.4 7.4	WIND. H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 25 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 26 29, 27 29, 26 29, 27 29, 27 29, 27	REMARKS. 123 a. M. dieth au Sabh. abeam. 210 a. M. Thuit water aproun. 45 a. M. Big & ausole, abrown. b. a. M. Manistr. abrown. Change coun 100 to Che Matry.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 5 6 7 8 9 10 11	19° 19° 19° 19° 19° 19° 19° 0° 0° 0° 18° 18° 18° 10° 10°	56,5 62,8 68,8 75. 80. 85,3 90,3 95.2 98,1 101,4 105,2 110,2 115,2 121,5 127,7 133. 146,5 148,1 155,5 162,9 170,2 178,2	7.0 6.3 6.0 6.7 5.3 5.4,9 3.3 3.8 5. 6.3 6.3 7.6 7.4 7.4 7.4 7.3 8.	WIND. H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 26 29, 26 29, 27 29, 26 29, 27 29, 27 29, 27 29, 27 29, 27 29, 27 29, 27 29, 27	Commander, O. N. M. Commander, REMARKS. 175 A. M. dieth Que Sabh. Abeam 719 A. M. Just water aprime, 45 A. M. Big & Que able, Abrum, 65 A. M. Manistry. Abrum. Changer cours 10° to Char At Mathy.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7 8 9 10 11 7 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 11 12 8 9 10 10 11 10 10 10 10 10 10	19° 19° 19° 19° 19° 19° 19° 0° 0° 0° 18° 18° 18° 18° 18° 10°	56,5 62,8 68,8 75, 80,3 90,3 95,2 98,1 101,4 105,2 110,2 115,2 121,5 127,7 133, 146,5 148,1 153,5 162,9 170,2	7.0 6.3 6.0 6.7 5.3 5.4,9 3.3 3.8 5. 6.3 6.3 7.4 7.4 7.4	WIND. H H H H H H H H H H H H H	BAR. 29, 23 29, 25 29, 25 29, 25 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 24 29, 26 29, 27 29, 26 29, 27 29, 27 29, 27	REMARKS. 123 a. M. dieth au Sabh. abeam. 210 a. M. Thuit water aproun. 45 a. M. Big & ausole, abrown. b. a. M. Manistr. abrown. Change coun 100 to Che Matry.

NAVIGATION DATA.

Examined and found correct.

.; consumed during 24 hours,

4-608

LOG OF THE U. S. S. Ossur

Quethrug 7 Mier leit GAM. s. N., COMDG.

CATCASTON	THE RESIDENCE OF	AND DESCRIPTION OF THE PARTY OF	SECURIOR PROPERTY.	
BTA	MIC	ATION	DAT	

COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
380	202.4	8,4	24	2923	11 Om auchord at Madlinaw, Island.
340	210,7	8,3	SW	29.22	
300	219	8,3	SWXS	29.24	
		8,3	5	29.23	
	THE RESIDENCE OF THE PARTY OF T	9,4	W	24.23	
		8,8	W	29.23	
	CONTRACTOR OF THE PARTY OF THE		WSW	29.21	
	F04,0		S	29,19	
			3		
			2	the second second	
			S		
			Wyn.		
			nw.	the state of the s	
			NXE	The same of the sa	
			and the second second second second second	the second section of the second section of the second	
		1	Control of the Contro	the second section of the second section of the section of the sec	
				THE RESERVE OF THE PARTY OF THE	
			Control of the Contro		
			The last term of the la	and the second s	
				The second secon	20 V A
			AND THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.		
	380	38° 202,4 34° 210,7 30° 219 30° 227,3 30° 236,7 30° 245,5 40° 254,3 E 1/4 8 E 1/4 8	38° 202.4 8.4 34° 210.7 8.3 30° 219 8.3 30° 227.3 8.3 30° 236.7 9.4 30° 245.5 8.8 40° 254.3 8.8	38° 202.4 8.4 W 34° 210.7 8.3 SW 30° 219 8.3 SWxS 30° 227.3 8.3 S 30° 236.7 9.4 W 40° 254.3 8.8 WSW E 1/4 5 E	38° 202.4 8.4 W 2923 34° 210.7 8.3 SW 19.22 30° 219 8.3 SWxS 27.24 30° 227.3 8.3 S 29.23 30° 236.7 9.4 W 29.23 40° 254.3 8.8 W 29.23 40° 254.3 8.8 WSW 27.21 E 145 E 145 E 145 S 29.19 S 29.17 WxN. 29.17 NxN. 29.17 Nxx. 29.17 Nxx. 29.17 Nxx. 29.20 N. 24.21 N12W. 29.27 Nxx. 29.27 Nxx. 29.27 Nxx. 29.27 Nxx. 29.31 Nxx. 29.31 Nxx. 29.31 Nxx. 29.35 Nxx. 29.

Examined and found correct.

REMARKS.

Date_	Muy. My	17913		anaman'i		-
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				nw	29.37	
2				nxW.	29.38	
3				nxw	29.38	
4				nxn	29.39	
				nxW.	29,40	
6				えれょれ	29.39	
7				n W.x H	29.37	
8				-nmxn	2938	
0				nwin	79.39	
10				n	29.39	
11				n	29.39	
_/ A.M.				n	24.39	
A.M.				21	29.39	100
175 2				b. Exs.	29,35	13
1				SEXS.	29.34	
				Sx W	29.34	
				SxH	29.33	
6				SSW	14.33	
7				55 W	29.31	
8				55 m	29.31	
9	21/25		\$ #	852	24,31	10
10	821/22	L.	8 2 2 2 2 2	352	29.31	
11	521128	14,6	8,6	552	29.25	1
		1	CONTRACTOR OF THE PROPERTY OF	200	1 4 4 4 6/	

Coal at noon, on hand,

; consumed during 24 hours,

LOG OF THE U. S. S. Essry

agethough Mientry On. W. h., compa.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
Р. М.	1290	30.1	8.3	S E.	29.20	
1	1290	38.7	8.6	SENE	29,18	7 15 PM. louis incersors strugth 230 PM. blowing a gal,
2	1290	46.5	7.8	SERE	29.16	
	1580	53.7	7.2	52.2	29.15	
4	158.	62.	8.3	SEXE.	24.11	
5	1580	70,4	8.4		29.09	
0	1660	78,4	8.0	\$	24,06	
7	1660	85.2	7.8	2	29.05	
	1660	00,2	1,,	S	29.05	
9	166°			2	29.04	
10	1660	104.		8	29.03	
11		110	1	S.		
12 A.M.	1660	114.8	4.8	uw-	29,01	JT'a M. Harbor brech abracu.
100	1700	120.		uw.	29.06	Pasow light ship 1230 PM. Feelin ed lapids Pt Steen Meich
1 2		The state of the s	7.1		29.04	1 50 By 4 . A
3	1700	127.1		WSW.	19:04	125 PM. passed Marin bit, 2 to PM.
4	170°	134.1	6.4	WSW		Eulies St Clair fluts Ship Cand 415 PM.
5	170 -		the first transfer to the second		29.06	auchers of Bates se Detroit to 700 PM.
6	170.		6.7	rsn.	The second secon	
7	170-	1	7.8	5'W	24.07	
8	the same of the sa		7.3	54	24.07	
9	1700		8.7	SW	54.13	
10	1860		5,3 5,9	S W	24.09	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
11	1860		0,9	SW.	24.10	
	1010			C-1.	64 14-	
12	1860	1	F. 2.		24,12	med during 24 hours, Lat., Lat., Long., Lo
Date HOUR	augno	1913	F. 2.	id,	24.12 ; consultation consultati	ound correct. Commander, O. N. M. Commander.
Date HOUR.	^	1	8.2.	wind.	Examined and fo	
HOUR.	augno	1913	F. 2.	wind.	29.12- ; consultation in the second s	ound correct. Outhous hickefeld Commander, O. N. M. Commander.
HOUR.	augno	1913	F. 2.	WIND. S W S VV	BAR. 29.13	ound correct. Outhous hickefeld Commander, O. N. M. Commander.
HOUR.	augno	1913	F. 2.	WIND. S W S W S W	BAR. 29.13 34.14 29.10	ound correct. Commander, O. N. M. Commandag.
HOUR. 1 2 3 4	augno	1913	F. 2.	WIND. S W S W S W S W	BAR. 29.13 24.14 29.10 29.07	ound correct. Commander, O. N. M. Commandag.
HOUR. 1 2 3 4 5	augno	1913	F. 2.	WIND. S W S W S W S W S W	BAR. 29.13 24.14 29.10 29.07 24.10	ound correct. Commander, O. N. M. Commandag. REMARKS.
HOUR. P. M. 2 3 4	augno	1913	F. 2.	WIND. S W S W S W S W S W S W	BAR. 29.13 29.14 29.10 29.07 29.10 29.15	ound correct. Commander, O. N. M. Commandag.
HOUR. 2 3 4 5 6	augno	1913	F. 2.	WIND. S W S W S W S W S W S W S W	BAR. 29.13 29.14 29.10 29.07 24.10 29.15 29.15	ound correct. Commander, O. N. M. Commandag. REMARKS.
HOUR. P.M. 1 2 3 4 5	augno	1913	F. 2.	WIND. S W S W S W S W S W S W S W	BAR. 29.13 29.14 29.10 29.07 21.10 29.15 29.15 29.20 29.27	ound correct. Commander, O. N. M. Commandag. REMARKS.
HOUR. P.M. 1 2 3 4 5 6 7 8 9	augno	1913	F. 2.	WIND. S W S W S W S W S W S W S W S W S W	BAR. 29.13 29.14 29.10 29.07 29.10 29.15 29.15 29.20 29.25	ound correct. Commander, O. N. M. Commander. REMARKS.
HOUR. P. M. 2 3 4 5 6 7 8 9 10	augno	1913	F. 2.	WIND. S W S W S W S W S W S W S W S W S W	BAR. 29.13 29.14 29.10 29.10 29.15 79.15 79.20 79.25 79.25 74.25	ound correct. Commander, O. N. M. Commander. REMARKS.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10	augno	1913	F. 2.	WIND. S W S W S W S W S W S W S W W S W W S W W S W W S W W S W	BAR. 29.13 29.14 29.10 29.10 29.15 79.10 79.15 79.20 79.25 79.25 79.25 79.25	ound correct. Commander, O. N. M. Commander. REMARKS.
HOUR. P. M. 2 3 4 5 6 7 8 9 10	augno	1913	F. 2.	WIND. S W S W S W S W S W S W S W W S W W S W W S W	BAR. 29.13 29.14 29.10 29.07 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.	ound correct. Commander, O. N. M. Commandag. REMARKS.
HOUR. P. M. 2 3 4 5 6 7 8 9 10	augno	1913	F. 2.	WIND. S W S W S W S W S W S W S W S W W S W W S W W S W W S W W S W	BAR. 29.13 29.14 29.10 29.07 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.	ound correct. Commander, O. N. M. Commandag. REMARKS.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M.	augno	1913	F. 2.	WIND. SW SW SW SW SW SW SW SW WSW WSW WSW W	BAR. 29.13 29.14 29.10 29.07 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.	Luclinoay 9 to 9 m. H. 1155 am.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. I	augno	1913	F. 2.	WIND. S W S W S W S W S W S W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W	BAR. 29.13 29.14 29.10 29.07 24.10 29.15 79.20 79.25 79.25 74.25 74.25 74.25 74.25 74.25 74.25 74.25 74.25	Luclinoay 9 to 9 m. H. 1155 am.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1	augno	1913	F. 2.	WIND. SW SW SW SW SW SW SW SW WSW WSW WSW W	BAR. 29.13 39.14 29.10 29.07 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 20.10 20.10 20.10 20.10 20.10 20.	Luclinoay 9 to 9 m. parry Ortroit win It. 1155 am.
HOUR. 1 2 3 4 5 6 6 7 8 9 10 11 12 A M 1 2 3 4 5 5	augno	1913	F. 2.	WIND. S W S W S W S W S W S W S W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W S W	BAR. 29.13 29.14 29.10 29.07 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 29.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.10 20.	Luclinoay 9 to 9 m. Parry Orthord win It. 1155 am.
HOUR. 1 2 3 4 5 6 7 8 9 10 11 12 AM 1 2 3 4	augno	1913	F. 2.	WIND. SW	BAR. 29.13 29.14 29.10 29.07 29.10 29.10 29.10 29.10 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20 29.20	Luclinoay 9 to 9 m. Parry Orthord win It 1155 am.
HOUR. F.M. 2 3 4 5 6 7 8 9 10 11 12 A.M. 2 3 4 5 6 7	augno	1913	F. 2.	WIND. S W S W S W S W S W S W S W S W S W S	Examined and for BAR. 29.13 24.14 29.10 29.07 24.10 29.15 29.25 24.25 24.23 24.24 24.25 24.25 24.24 24.25 24.32 24.32 24.32	Luclinoay 9 to 9 m. Parry Orthord win It 1155 am.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 2 3 4 5 6	augno	1913	F. 2.	WIND. SW	Examined and for BAR. 29.13 29.14 29.10 29.07 24.10 29.20 29.25 24.25 24.23 24.24 24.24 24.25 24.32 24.32 24.32 24.33 24.33 24.33 24.33 24.33 24.33	Luclinoay 9 to 9 m. H. 1155 am.
HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7 8 9 10 11 12 3 4 5 6 7 8 9	augno	1913	F. 2.	WIND. SW	BAR. 29.13 24.14 29.10 29.07 24.10 29.10 29.15 24.24 29.23 24.24 24.24 24.25 24.32 24.32 24.32 24.32 24.32 24.33 24.33 24.34 24.34	Luclinoay 9 to 9 m. Parry Ortivit win it 115 am.
HOUR. F.M. 2 3 4 5 6 7 8 9 10 11 12 A.M. 2 3 4 5 6 7 8 9 10 11 12 3 4 5 6 7 8 9 10 11 12 13 14 5 6 7 8 9 10 11 12 13 14 5 6 7 8 8	augno	1913	F. 2.	WIND. SW	Examined and for BAR. 29.13 29.14 29.10 29.07 24.10 29.20 29.25 24.25 24.23 24.24 24.24 24.25 24.32 24.32 24.32 24.33 24.33 24.33 24.33 24.33 24.33	ound correct. Commander, O. N. M. Commandag. REMARKS.

Examined and found correct.

; consumed during 24 hours,

anthony

LOG OF THE U. S. S. Essey

auchory & Nien bill O'WIN, COMPG.

NAV	IGA	TIC	ON	DA1	ΓА.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.	1480			nw.	29.38	
2	1480			nw	29,40	
	, -, 0			nw	79,39	
				uw	24.40	
1				nw	74,40	
6				nw	29,42	
				nw	29,43	
7 8				48	79.43	
				24 8	. 24,44	
9				71 8	79.44	
10				né	24.44	
11				ne	24.44	
12 C / A.M.				E.	79.113	
8/28 2				E	29.11	
1 0. 2				2	24.34	
3				DSE.	24.37	
4				SSE	29.35	
5					24.35	
6				55 E. 5 x E	24.35	
7				SXE.	29.32	
8	-	-		SXE	24.32	
9					24.32	
10				SXE		
11	•			SXE	29.27	
12			noon, on hand,	528	24. 20. consumed during 24 hours,	Lat.,tong.,

Examined and found correct.

Anthony

Commander, O. N. M. Commander

Date (my //	11.				1
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				SXE	29.19	
2				Sx E	29,17	
3		Service Visit		Sx E	29.16	
4				W	29,15	
5				W.	79,14	
6				W.	29.12	
7				Wxn	79.12	
8	1			WXN	79,14	
9				WXN	29,15	
10				Wxn	29.15	
11				wxn.	29,15	1
12 A. M.				W	24.15	
124 1				Wxn	29,15	
11/2				WXN	27,15	
3				WXX	29,13	
4				WYN	79,13	+
5				WXII	29,13	
6				WXN	24,12	-
7				Wxh	79,10	
. 8				W	29,10	
9				W	29,10	
11				W	29,07	
11				w	24 17	

Coal at noon, on hand

...; consumed during 24 hours,

Clathon fr Lin All S. N. Comda.

Examined and found correct.

Gua78-1913

Date Mug 19 1913

Coal at noon, on hand,

, Cluthory F, Michell O WM, N., COMDA.

				,		NAVIGATION DATA.
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
T.				W.	29,07	
2				wnw.	29.07	
3				wnw.	29.08	
4				wnw	29,08	
5				Wnw	29.07	
6				wnw	29,07	
7			•	wnw	29.07	
8				wnw	79.07	
9				WHW	29,10	- A Company of the Co
10			•	WNW	29.14	
. 11				WNW	29.16	
1 A.M.				WNW	94.14.	
9120				wnw	29,18	
				wnw	29.12	
3				whw	79.12	
4				Wnw	99.14	
5				wnw	29.17	
6				Whw	29.19	
7 8				WnW	79.70	
				WnW	24.71	
9 18				wnn	24,12	
11				WhN	29.74	
12				wnw	29.76	
		Cos	al at noon, on han	d,	; consumed	during 24 hours, Lat., ; Long.)
	^					correct. authory thicklest
Date.	111430	1913			Examined and found	correct. Author fricklett Con mander, O. N. M. Commanding
HOUR	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.				wnw	29.78	
				W x S.	29.28	
3				WxS.	29.27	
4				S-	29.28	
5				SXE.	29.28	
6	F 10 10 10 10 10 10 10 10 10 10 10 10 10			SXE		
7				2 4 -	29.18	
8				SXE	29.18	
9				SXE	29.18 29.19 29.19	
10	A STATE OF THE PARTY OF THE PAR			SXE SXE SXE	24.28 24.29 24.29	
п				SXE SXE SXE SXE	29.28 29.29 29.29 29.29	
				SXE SXE SXE SXE SXE	29.28 29.29 29.29 29.29 29.30	
12				SXE SXE SXE SXE SXE SXE SXE	24.24 24.24 24.24 24.24 24.26 24.30 24.30	
Pere 31				SXE SXE SXE SXE SXE SXE SXE SXE	24.28 24.29 24.29 24.29 24.30 24.30	
aug 31 2				SXE SXE SXE SXE SXE SXE SXE SXE SXE	24.24 24.24 24.24 24.24 24.26 24.30 24.30 24.30	
aug 31 1				SXE SXE SXE SXE SXE SXE SXE SXE SXE	24.24 24.24 24.24 24.24 24.26 24.30 24.30 24.30	
lius 31 1 2 3				5 x E 5	29.28 29.29 29.29 29.29 29.30 29.30 29.30 29.31 29.31	
livy 31 1 2 3 4 5				SXE SXE SXE SXE SXE SXE SXE SXE SXE SXE	29.28 29.29 29.29 29.29 29.30 29.30 29.30 29.31 29.31	
lice 31 1 2 3 4 5 6				SXE SXE SXE SXE SXE SX 2 S S S SX W SX W	24.28 24.29 24.29 24.29 24.30 24.30 29.30 29.30 29.31 24.31 24.34 44.35	
lice 31 1 2 3 4 5 6 7				SXE SXE SXE SXE SXE SX 2 S S S S SX 2 S S	24.28 24.29 24.29 24.29 24.30 24.30 29.30 29.30 29.31 24.31 24.35 24.35 24.35	
lice 31 1 2 3 4 5 6 7 8				SXE SXE SXE SXE SXE SX 2 S S S SX W SX W SX W	24.28 24.29 24.29 24.29 24.30 24.30 29.30 29.30 29.31 24.31 24.35 24.35 24.35 24.36	
lice 31 1 2 3 4 4 5 6 7 8 9				SXE SXE SXE SXE SXE SX 2 S S S S SX 2 SX 2 SX 2 SX 2 SX 2 S	24.28 24.29 24.29 24.30 24.30 24.30 29.30 29.31 29.31 24.35 29.35 29.36 29.36 29.36 24.37	
ling 31 1 2 3 4 4 5 6 7 8 9 10				SXE SXE SXE SXE SXE SX 2 S S S S SX W SX W SX W SX W SX W SX W S	24.28 24.29 24.29 24.30 24.30 24.30 24.30 24.30 24.30 24.31 24.34 24.35 24.35 24.36 24.36 24.37 24.37	
lice 31 1 2 3 4 4 5 6 7 8 9				SXE SXE SXE SXE SXE SX 2 S S S S SX 2 SX 2 SX 2 SX 2 SX 2 S	24.28 24.29 24.29 24.30 24.30 24.30 29.30 29.31 29.31 24.35 29.35 29.36 29.36 29.36 24.37	

Examined and found correct.

.; consumed during 24 hours,

Long I hick

WIND.

BAR. 29.39 29,39 29.39 29.39 74.34

Date aug 314.									
HOUR.	COURSE.	P. L.	SPEED						
P.M.									
2									
3									
4									
5									
6	490	3,4	-						
	440	12,5	9.1						

Date DEpt 1-1413

NAVIGATION DATA.
REMARKS.
buduway 6 to a M Noved of Salich Isl 75 6 M - cour 96:
742 am, misalidel le bre n haseled to 1052 11 am blookens but light
borr dres abus. auchorno 12 & PM
Underway 520 PM 535 PM handed on come 492 905 handed comes 66=

RE. 29.39 LE 29.40 21,3 8.8 nE. 29,38 49. 8.7 ME 30.0 29,38 660 34.0 9.0 29.38 XE 660 47,4 8.4 19,34 ENL 56.7 EME 29.42 ENE 24.43 8,6 660 73,5 8.2 ENL 29.44 82,5 9.0 ENE 29.45 8.7 24.48 650 Enz. 91,2 650 8.9 29.50 100.1 650 5 % anchors 1135 am 108,7 8,6 29,50 650 252 29,52 117.1 8,4 ESE 650 176.1 9,0 29,52 8,4 8 29.53 134,5 650 141,4 29:53 7.4 650 29,53 8.1 150.0

1212 a. W. Commant abrum. 310 a m Cir St. abram. as a an Changes cover to 65° Parno Buffalo Verole 9 x a zu. Euling Southren Situaces & Buffalo Brudwale. 1105 & m

\$ 74. auchous Coal at noon, on hand,

...; consumed during 24 hours,

Examined and found correct.

29.53

REMARKS.

HOUR.	COURSE.	P.L.	SPEED.	WIND.	BAR.	
P. M.				SW-	24.53	10
2				SW	29.53	10
7				SW	24152	
				Sw	29,52	
5				SW	24.54	1
6				Sw	79.52	T
7				SW	74,52	1
8				SW	59.52	
				SW	39.52	
10				S W	24.51	
11				Su	2951	100
				Sw.	24.00	
A.M.				SW	24,50	1
Sept 2. 2.				5 W	29,50	100
3				3 m	29,50	
				5 8	39,50	100
5				25	29,00	100
6	*			52	29.57	
				SW	29.51	
3				su	29,53	
12 .				8 W	29.54	
10				W	2954	1
11				w	29,55	
					44 -5	1

Coal at noon, on hand,

: consumed during 24 hours,

Examined and found correct.

LOG OF THE U. S. S.

U.S.S. ESSEX,

authory F. nientra oumo. o. n., comoa.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	SAS REMARKS. OFFICE ALS
P.M.	COURSE.	r. L.	SPEED.	W.		
1				A STATE OF THE PARTY OF THE PAR	29.52	
2				W	29.51	
3				W	29.57	
				N	29.49	
5				w	24.49	
6				SW	24, 48	
				SW	29.47	
8				SW	24.47	
9				SW.	24.46	
10				2	24.45	
11				2	29.45	
12 / A.R.				5	29.44	
13				S	29,43	
10 2				SxW	29.42	
3				Sxw	34.41	
				SxW.	19,40	
6				SW	24,40	
				SW	29,40	
7 8				SxW	24, 40	
9				SxW	39.40	
10				8 W	2940	
				W.	2440	
11 12	1		at noon, on hand,		29,39 ; consumed during 24 hor	a the Fricklett
Date C	Sepra-	913	A Day of	neroen T	Examined and found correct.	Author Flickle No Commanding.
Date S	STAN3-1		at noon, on hand,	WIND.	Examined and found correct. BAR.	a. H. A hicklett
Date C	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND.	Examined and found correct. BAR. 7-9-37.	Authory Fre Klestomanding.
Date S HOUR.	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W	Examined and found correct. BAR. 79.37. 29.36.	Authory Fre Klestomanding.
Date 5	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W	Examined and found correct. BAR. 79.37. 29.36. 29.34	Anthony Frecheles Commanding.
Date 5 HOUR. F. R. 1	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W W NW	Examined and found correct. BAR. 79.37. 29.36 29.34 29.34	Author Frickle Commanding.
Date S HOUR. P. M. 1 2 3	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W W W W W	Examined and found correct. BAR. 79.37. 99.36 99.34 29.34 29.34	Author Frickle Commanding.
Date S HOUR. P. M. 1 2 3	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W W W W W	Examined and found correct. BAR. 79.37. 29.36. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34.	Author Frickle Commanding.
Date 5 HOUR. F. M. 2 3 4 5	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W W W W W W	BAR. 74.37. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34.	Author Frickle Commanding.
Date 5 HOUR. F. M. 1 2 3 4 5 6	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W W W W W W W	BAR. 79.37. 29.34 29.34 29.34 29.34 29.34 29.34 29.34	Author Frickle Commanding.
Date 5 HOUR. F. B. 2 3 4 5 6	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W W W W W W W W	BAR. 24.37, 24.34, 24.34, 24.34, 24.33, 24.34, 24.33, 24.33, 24.33, 24.33, 24.33,	Author Frickle Commanding.
Date 5 HOUR. F. B. 2 3 4 5 6 7 8	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W W W W W W W W W	BAR. 79.37. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34.	Anthony Frecheles Commanding.
Date 5 HOUR. F. M. 2 3 4 5 6 7 8	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W W N W W W W N W W N W W N T W W N T T T T	BAR. 74.37. 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34	Authory Fre Klestomanding.
Date 5 HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 / 12	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W W W W W W W W W W W W T W W T W W T W W W W W W W W W W W W W W W W W W W W	BAR. 79.37, 29.36, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.34, 29.	Anthony Frecheles Commanding.
Date 5 HOUR. F. M. 1 2 3 4 5 6 7 8 9 10 11 / 12	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W W N W W W W W W W W W N E M L M E M L M E M E M E M E M E M E M	BAR. 79.37. 79.36. 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.35 29.35 29.35 29.35 29.35	Anthony Frecheles Commanding.
Date S HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 / 12	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W W N W W W W N W W N R T T T T T T T	BAR. 79.37. 79.36. 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.34 29.35 29.35 29.35 29.35 29.35	Authory Fre Klestomanding.
Date 5 HOUR. P. M. 1 2 3 4 5 6 7 8 9 10 11 12 12 14 15 15 15 15 15 15 15 15 15 15 15 15 15	CONTRACTOR STREET BY SECTION STREET	913	A Day of	WIND. W W W N W W W W N W W N E M L M L E E	BAR. 74.37. 74.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.35. 24.35. 24.35. 24.36. 24.36. 24.36. 24.36.	REMARKS.
Date 5 HOUR. P.M. 1 2 3 4 5 6 7 8 9 10 11 12 14 15 11 12 11 12 11 12 11 12 11 12 11 12 11 12 11 12 12	CONTRACTOR STREET, STR	9/3 P.L.	A Day of	WIND. W W W W W W W W W W W L W L L L L L L	BAR. 74.37. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.35. 24.35. 24.35. 24.35. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36.	REMARKS.
Date 5 HOUR. F.M. 1 2 3 4 5 6 7 8 9 10 11 /** /** /** /** /** 3 4 5	CONTRACTOR STREET, STR	913	A Day of	WIND. W W W W W W W W W W W E T L L E E E	BAR. 74.37. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.34. 24.35. 24.35. 24.35. 24.35. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36. 24.36.	REMARKS.
Date 5 HOUR. F.M. 1 2 3 4 5 6 7 8 9 10 11 /#/ 2 3 4 5 6	COURSE	9/3 P.L.	A Day of	WIND. W W W W W W W W W W L L L L L L L L L	BAR. 79.37. 29.36. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35.	REMARKS.
Date 5 HOUR. F.M. 2 3 4 5 6 7 8 9 10 11 52 A.M. 12 3 4 5 6 7	CONTRACTOR STREET, STR	9/3 P.L.	A Day of	WIND. W W W W W W W W W W R E R E E E E E	BAR. 79.37. 29.36. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35.	REMARKS.
Date 5 HOUR. F.M. 2 3 4 5 6 7 8 9 10 11 12 12 14 15 6 7 8 9 10 11 12 12 13 4 5 6 7 8	COURSE	9/3 P.L.	A Day of	WIND. W W W W W W W W W W R E M E E E E E E	BAR. 79.37. 29.36. 29.34. 29.34. 29.34. 29.34. 29.34. 29.34. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35. 29.35.	REMARKS.
Date 5 HOUR. F. M. 2 3 4 5 6 7 8 9 40 11 /** /** /** /** /* /** 3 4 5 6 7 8 9	COURSE	9/3 P.L.	A Day of	WIND. W W W W W W W W W W W R E M E E E E E E E E E E E E E E E E E	BAR. 74.37. 24.34 24.34 24.34 24.34 24.34 24.34 24.34 24.34 24.35 24.35 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36	Million Flack Commanding. REMARKS.
Date 5 HOUR. F.M. 2 3 4 5 6 7 8 9 10 11 12 12 3 4 5 6 7 8 9 10 11 12 12 3 4 5 6 7 8 9 10	COURSE	9/3 P.L.	A Day of	WIND. W W W W W W W W W W W R E M E M E E E E E E E E E E E E E E E	BAR. 74.37. 24.34 24.34 24.34 24.34 24.34 24.34 24.34 24.34 24.35 24.35 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36	Muthour Hicklest Commanding. REMARKS.
Date 5 HOUR. F. M. 2 3 4 5 6 7 8 9 10 11 /12 /AM. /+/ 1 2 3 4 5 6 7 8 9	COURSE	9/3 P.L.	A Day of	WIND. W W W W W W W W W W W R E M E E E E E E E E E E E E E E E E E	BAR. 74.37. 24.34 24.34 24.34 24.34 24.34 24.34 24.34 24.34 24.35 24.35 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36 24.36	Multiplication of Michigan Commanding. REMARKS.

Coal at noon, on hand,

..; consumed during 24 hours,

Author Frickle Att S. N., Comda.

REMARKS.

LOG OF THE U. S. S. U.S.S. ESSEX.

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				nr.	29,39	
2				71 2.	29,39	
3				Enr	29.38	
4				ENE	79,38	
. 5				EnE	79,37	
6				EZZE	29,37	
7				ENE	79.37	
8				ENE	29.37	
0				Ene	2937	
10				ENE	7937	
ii ii				EUE	29.36	
				Eur	29.56	
N / A.M.				€71 €.	29.37	
7/5.				EUE	29,36	
1				222	29,34	
				222	39.34	
				EUL	24.34	
6				2212	99.34	
7				EUE	29,34	
. 8				345	29.34	
9				EUL	29:35	
10				EUZ	29,36	
' 11'				224	29,37	
12				ENE	29.38	
	•	Coal a	t noon, on hand,		; consume	d during 24 hours,

Examined and found correct.

Date_	TOP IS	1115				
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	4
P. M.				Eug	29,40	T
2				222	29.40	4
3				EML	79.39	1
				Enr	49,39	4
				E ML	29,37	1
. 6				EUE	29.36	4
7				Eut	29,34	4
8				3113	29.32	4
				EUL	79,33	1
10				222		4
п				Enz	79,34	4
12 A.M.				ENE	19.34	1
9/ A.M.				EZLL	19,37	4
1/6 2				8712	29,39	4
3				2112	29,40	4
4				ne	29,42	4
5				nr	29,42	4
6				20 %	79,42	4
7				21 2	79,42	4
8				nE	2943	4
3 9				112	2944	4
10				112	2944	1
11				nE	7941	1

.; consumed during 24 hours,

LOG OF THE U. S. S. U.S. S. ESSEX,

Autory Michled On M, U.S. N., COMPG.

HOUR. COURSE. P. L. SPEED. WIND. BAR. P. M. 1 2	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	*
7 8 7 7 7 7 7 7 7 7 7 7	*
8 9 10 76.52 79.46 76.52 79.46 76.53 76.46 76.53 76.46 76.54 76.46 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54 76.54	
9 10 76 29, 46 11 76 39, 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12 76 46 12	
10 11 12 12 12 12 12 12 12 12	
11 22 29,46 22 29,46 24/7 2 3 22,45 21 29,45 22,45 22,45 22,45 22,44	
12 9/7 2 3 12 12 12 12 12 12 12 12 12 12	
9/7 2 n E 29, 46. n E 29, 45 n L 29, 44	
9/7 2 n E 29,45 n E 29,44	
1 1 29,44	
1 1 1 1 1 1 1 1 1 1	
5 29,43	
6 26 29, 43	
7 8 2 £ 24.43	
n.510	
11 751 78.2 8.0 /L 2 79,46 12 751 8.3 76 2. 24,44	
Coal at noon, on hand, ; consumed during 24 hours, Lat., ; Long., A	
1/4 hy 7/4 /// 3 Examined and found correct.	
M / I	
1 737 40.6 7.7 31 74.43	
2 7-1 0418 11- 010	
3 151° 64.0 9.2 SW. 29.38	
4 255° 72.7 8.7 SW 29.38 5 257° 79.8 7.1 SW 29.37	
5 257° 79.8 7.1 SW. 24.37	
. 6 251° 88.0 8.2 SW 54.37 7 251° 96. 8.0 SW 74.38	
7 251° 96. 8.0 SW 29.38 8 251° 104. 8.0 SW 29.40	
AFIG G Nu.	
6-10 1316 77 000	
1/ 2 1 251° 144,8 8.7 5 W 29,40 6 a M. Inturo Danducky Chemiell	
(1) 1 2 251° 152,5 7.7 SW. 29,41 735 Moore as Big 4 docts.	
3 251° 160,7 8,2 Wx S. 29.41	
4 251° 169,3 8,6 WXN 24,41	
00.0 177 77 77	
6 251° 185,2. 8,2. Wx S 24,43	
6 251° 185,2. 8,2. Wxs 24,43 7 Wxs 24,43	- /
6 251° 18572 8,2 Wx S 24,43 Wx S 24,43 Wx S. 24,45	- /
6 251° 18572 8,2. Wx S 24,43 Wx S 24,43 - Wx S 24,43 - Wx S 24,45 - Wx S 24,45 - Wx S 25,45 - W	
6 251° 18572 8,2 W_{X} 5 $24,43$ W_{X} 8 $24,43^{-}$ 8 W_{Y} 8. 24,45 9 W_{X} 8 25,45 W_{X} 8 24,45	
6 251° 18572 8,2. Wx S 24,43 Wx S 24,43 - Wx S 24,43 - Wx S 24,45 - Wx S 24,45 - Wx S 25,45 - W	

Examined and found correct.

authory of hickles

Cluthony I Wiente ON M, U.S. N., COMDG.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.				Wx S.	29.47	THE PROPERTY OF THE PARTY OF TH
2				Wxs.	29,47	
3				Wx 5	79. 47	
4				Wx3	29,47	
5				Wxs	29.48	
6				SSW	34.48	
7				2 8 W	24. 49	
8				SSW	29.49	
9				SSW	29.50	
10				88 W	24.50	
11				SSW	14,51	
12				35 W.	29,57	
6/ A.M.				SSW	29,52	
9/9 1 1 2				55 W.	29,53	
3				٤	29 53	
4				٤	24.54	
5.				٤	29,55	
CHECK SECTION		No. of Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other party of the Concession, Name of Street, or other pa	No. of Concession, Name of	THE RESERVE THE PARTY OF THE PA		

NAVIGATION DATA.

Coal at noon, on hand,

.; consumed during 24 hours,

REMARKS.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.	COURSE.	P. L.	SPEED.			
P.M.				nE.	29,64	
2				E	29.64	
3				3	29.63	
4				€02.	29.62	
5				202	29,62	
6				202	29,62	
7				202	29,62	
8				202.	79,64.	
9				203	49,64	
10				18	29,64	
11				12	29,64	
				12	29,64	
9/10 1 12				5 %	29.64	Mederevery 7' ak.
110 2				5 %	29.64	SAN SEAL TRANSPORTER
3				3.5	29.64	
4				32	29,63	
5				52	29,63	
6				52	29.63	
7				5 8	29.64	
8	150			58	29.65	
. 0				58	14,63	
10	7 7 10			52	24,62	
11				5 %	29.61	S STATE OF THE STA
12				5 €	24,61	

NE

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NE

nE

nE

29.60

29.62

24.64 24,65

24,65

Examined and found correct.

Coal at noon, on hand,

.; consumed during 24 hours,

Examined and found correct.

Date Sept 101 L 1913

U.S.S. ESSEX,

Cuthony I. Michtel M. M. S. M. COMDG.

						NAVIGATION DATA.
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS. AND REMARKS.
P. M.				5 2.	22,60	
2				3.5	29.60	
3				SE	34.09	
4				3.5	99,58	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
5				3 2	29,57	
6				S E.	39,57	1
7				Exu	\$9,56	
8				Exu	29.50	38.7
9				Ex H	29,54	
10		-		Exh	39,50	
11		1		Exn	29,54	The state of the s
, A.M.				Exu	29,53	
9/11				S	29,52	The state of the s
1/1/ 2				5	29,52	
3				S	29,00	
4				2	29.48	
5				5	24.46	
6				5	29,45	
7				SW	29.45	
8				SW	39.45	
9				SW	29,45	
10				SW	39,45	
11				S W.	29.45	
12		Cont	at noon on hand	Automorphism and services	THE RESIDENCE OF THE PARTY OF T	ned during 24 hours, Lat.,; Long.
THE RESIDENCE OF THE PARTY OF T	Sept 11th	Annual Control of the	Marie age		Examined and for	Commanding.
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.					DOWN THE REAL PROPERTY.	
2		-		SW	29.42	
				S E.	29.39	
3				3 E.	29.39	
3 4				\$ E. \$ E. 5 E.	29.39 29.37 29.35	
				\$ E. \$ E. 5 E. 5 E.	29.39 29.37 29.35 29.35	
4				\$ E. 5 E. 5 E. 5 E	29.39 29.37 29.35 29.35 29.33	
4 5				\$ E. \$ E. \$ E. \$ E. \$ E. \$ E. \$ E.	29.39 29.37 29.35 29.35 29.33 29.33	
5 6				\$ E. \$ E. \$ E. \$ E \$ E \$ E \$ E	29.39 29.35 29.35 29.35 29.35 29.33 29.33	
5 6 7				\$ E. \$ E. \$ E. \$ E. \$ E. \$ E. \$ E. \$ 2. \$ 2. \$ 2.	29.39 29.35 29.35 29.35 29.33 29.33 29.33	
4 5 6 7 8 9				\$ E. \$ E. \$ E. \$ E. \$ E. \$ E. \$ 2. \$ 2. \$ 2. \$ E. \$ E.	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.33 29.33	
4 5 6 7 8 9 10				\$ E. \$ E. \$ E. \$ E. \$ E. \$ E. \$ 2. \$ 2. \$ 2. \$ E. \$ E.	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.33 29.33 29.33	
4 5 6 7 8 9				\$ E. \$ E.	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.33 29.33 29.37	
4 5 6 7 8 9 10				\$ E. \$ E.	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.33 29.33 29.37 29.37	
4 5 6 7 8 9 10				\$ E. \$ E.	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.33 29.33 29.37 29.37 29.37 29.37	8°5 am passes down Detros gas bong. auchur 11° am,
4 5 6 7 8 9 10 11 12 4/17, 2 3				\$ E.	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.33 29.37 29.37 29.37	8 ° 5 am passes down Detros que bony. auchur 11 ° am,
4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4	W			\$ E. \$ E.	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.33 29.37 29.37 29.37	
4 5 6 7 8 9 10 11 11 12 A.M. 1 2 3 4 5	W. 324°		<i>F.</i> 0	\$ E. \$ E.	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.33 29.37 29.37 29.37 29.35 29.35	8 ° 5 am passes down Detros que bony. auchur 11 ° am,
4 5 6 7 8 9 10 11 12 A.M. 17 2 3 4 5 6	3240	8.0	8.0	\$ E.	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.33 29.37 29.37 29.37 29.35 29.35 29.35	8° am passes Lower Ortros gas bony. auchur 113 am.
4 5 6 7 8 9 10 11 11 12 A.M. 1 2 3 4 5 6	3290	15,2	7.2	\$ E. \$ S	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.33 29.37 29.37 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35	8 ° 5 am passes down Detros que bony. auchur 11 ° am,
4 5 6 7 8 9 10 11 12 A.M. 1 7 2 3 4 5 6	3240			\$ E. \$ S	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.37 29.37 29.37 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35	8° am passes Lower Ortros gas bony. auchur 113 am.
4 5 6 7 8 9 10 11 11 12 A.M. 1 2 3 4 5 6 7 8	3290	15,2	7.2	\$ E. \$ S	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.37 29.37 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.37 29.37 29.37	8 - am passes lower Ortros que boury. auchero 1, 2 am.
4 5 6 7 8 9 10 11 12 A.M. 1 2 3 4 5 6 7 8 9	3290	15,2	7.2	\$ E. \$ M. W. \$ E. \$ M. W. \$ M	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.37 29.37 29.37 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29	8 ° Am passes Lown Detros gas bong. auchur 113 am.
4 5 6 7 8 9 10 11 11 12 A.M. 1 2 3 4 5 6 7 8	3290	15,2	7.2	\$ E. \$ S	29.39 29.35 29.35 29.35 29.33 29.33 29.33 29.37 29.37 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.35 29.37 29.37	8 - am passes lower Ortros que boury. auchero 1, 2 am.

Examined and found correct.

Cuthon Fr Dick Home Commander, O. N. M. Commander.

LOG OF THE U. S. S. U.S.S. ESSEX, Date SEpt 12-1913

authory J. Michtel O'M. S. N., COMDG.

NAVIGATION DATA.

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P.M.				WYn.	29.28	
2				WYU	29.27	
3	NF TE			Wxx	29.27	a a
4				Wxz	29.26	
. 5				nxu	29.26	
6				WXZL	24.25	
7				wxn	24.26	
8				wxx	24.27	
9				win	29.28	
, 10				n	29.28	
; 11				ne	29.28	
The state of the s				ne	79.78	
91 A.M.				nE.	24.28	
1/3. 2				ne	24.28	
3				ne	29.30	
4				72 %.	29.32	
5				211	29.33	
6				ne	29.33	
7				HE	29.36	
- 8				712	29.38	
9				nr.	29.40	
10				NE	79.40	
11	,			ne	79,40	
12				ne	79.41	
		Coal	at noon, on hand		; consumed	during 24 hours, Lat., ; Long.,

Anthony J. L. H. U. S. N., Comag. Commander, O. N. M. Commanding REMARKS.

	1	Photo:		Examined and found of		
Date	Hept 13-191.	3				
HOUD	COURSE	D.I.	CREED	WIND	DAD	

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	
P. M.				5.	14.42	
2				3	29,42	
3				5	34, 43	
4				2	29.44	
5				SXE	24.44	
6-				5 x 2.	29.44	
7				SxE	29.44	
8				SxE	29,45	
9				ne	29.45	
10				n. &	29,46	
11				ne	59,48	
12 / A. M.				72.	49,49	
7 / A. M.				nE.	29,50	
/14 2				ne	29.50	
3				ENE	29,50	
4			1	Enc	29,50	
5		741;		E 22.	29,51	
6		30.	6,0.	2	29,0-1	
7	1070	37,	7.0	2	29,54	
8	1070	45.	8.0	3	79,56	
9	1190	52,2	7.2	٤	74,57	
10	1140 4	604	8.2	252	29,58	
11	1140	68,4	8.0	252	29.58	
	1.65	410 1-	71	006	7-11	

Coal at noon, on hand,

; consumed during 24 hours

Examined and found correct.

U. S. S. ESSEX,

Authory S. Mich bid OHM. N., COMDO.

					NAVIGAT	TION DATA.
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR,	REMARKS.
P.M.				ESE	29,60	
2				ESE	79,59	
3				nexe	79.58	
4				nexe	24.57	
				neve	29.56	
6				8212	24,56	
7				Enz	29.56	
8				Enz	29.56	
0				ene	24.57	
10				Enz	29.59	
11				ξ,	29,58	
				SE.	29.58.	
12 A.M.				€5 €.	29,56	**
2				282	29.56	
,				252	29,57	
				852	29.57	
				383	29.57	
6				252	29.57	
7				282	29.57	
8				ESE	29,57	
9				555	29,57	
10				852	29.57	
TI I				558	29.57	
12				naW.	29.56.	

1	1	
1111	. 1-12.11.2	
Date Aysi	10 2/9/3	
Dutt and accordence		2

Examined and found correc

Lammed and 10	and correct.
BAR.	
-	

HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	13
P. M.				nne	29,55	
2				nne	29,55	
3				nne	29,56	
				2	29,5%.	
5				2	29.57	
6				٤	29.57	
7				2	29.08	
8				2	29. 56	
0				٤	29.55	
10				٤	79.54	
п				۶	29,5-4	
/ A.M.				1 8 25 2.	29,54.	
// A.M.				5 × E.	29,53	
9/16 2				5' 2.	29,50	
3				5 2	29,50	1
4				5 2	29.50	
5				5 2.	29,00	
6				dx c	29,00	
7				812.	29,52	
8			304	AFE	79,54	
9				102	24,54	
10				DOE	29,54	
11				AAE	29,54	
				102.	29,53	1

Coal at noon, on hand, .

..; consumed during 24 hours,

Commander, O. N. M. Commanderies.

Conthorn I hickory Commanding.

Examined and found correct.

U. S. S. ESSEX,

LOG OF THE U. S. S. Date DEN 16 1/9/3

NAVIGATION DATA.

BAR.	WIND.	SPEED.	P. L.	COURSE.	HOUR.
29.5-1	S * €.				P. M.
29.47					2
29.46	12				3
29.46	Ar				
29.46	22				5
29,48	18.				6
29.48	5 &				7
29,47	SE				8
29.47	5 E			2000	9
29.47	52				10
29.47	5 %				11
29.47	SE.				
29,44	S				/A. M.
29,42	5				1/17 2
29,40	5				1
29.39	5				4
29.40	S	1			5
29.40	2				6
29,36	S				7
29,36	2				8
29,36	2				9
29,35	5				10
29.33	3				11
29.31.	2				12

Examined and found correct.

REMARKS.

authory F. Micheles OHOMELN, COMPG.

REMARKS.

Date AERN 19-1913. HOUR. COURSE. P. L. SPEED. WIND. BAR. SW. 29.31 SW. 39, 30 SWXW 29, 29 29, 28 SWXW. 24.27 SWXW 29,27 29,27 SWXW SMXW 29,27 SWXW SMXW SWXW. 29,26 Underway 5am. nE. 29,27 Chroland Brushwate bh 5 th am-1 & PM. Most fisher & abrum 3,01 PM Zueco Huch St. Samo. Cit & 3 25 PM Cuchorr 5 10 PM, nne. 29.27 29.27 29, 27 29,27 3010 nxs 29,27 3010 mx E 29,27 3010 29,17 72 X E 3010 nxE 29,27 3010 29.26 nxE 2600 nx E 29,25

Coal at noon, on hand,

....; consumed during 24 hours,

Examined and found correct.

2600

LOG OF THE U. S. S. U.S.S. ESSEX,

aushony & Micklett ON Many COMPA.

REMARKS.

OUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.
P. M.	270°			Mx E.	79,26
2	270°			nn	29.56
3	Toleds Harbo	ur Light.		nn.	29.26
4	Channel.			nn	29,26
5	River.			nw	29.26
6	Quehoro.			nw.	29.26.
7					
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12 C.M.					
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STREET, SQUARE, SQUARE	The second secon	SECURIOR SEC		Service and the service and th	

Coal at noon, on hand,

; consumed during 24 hours,

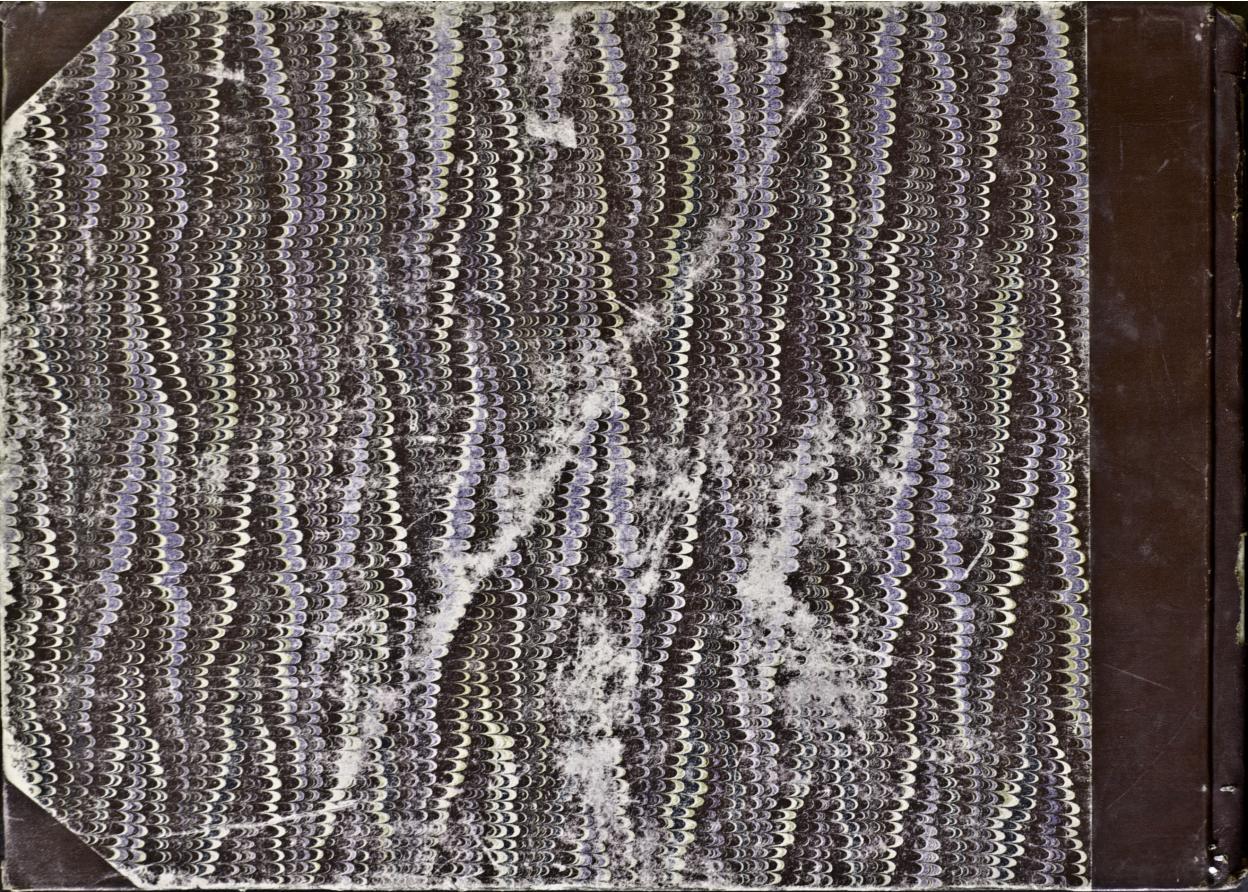
NAVIGATION DATA.

Examined and found correct.

Date						Commander,
HOUR.	COURSE.	P. L.	SPEED.	WIND.	BAR.	REMARKS.
P. M.						
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		Coal	at noon, on hand,	,	; consun	ned during 24 hours,; Long.,;

Examined and found correct.

, U. S. N., Comdg.



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Armstrong, LR .	Seaman	52 18
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